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THE WORLD WAR I DIARY OF

COL. FRANK P. LAHM

AIR SERVICE, A.E.F.

HISTORICAL RESEARCH DIVISION
AEROSPACE STUDIES INSTITUTE
AIR UNIVERSITY
MAXWELL AFB, ALABAMA

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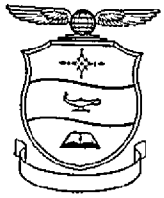
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THE WORLD WAR I DIARY OF COL. FRANK P. LAHM, AIR SERVICE, A.E.F.

Edited by
Albert F. Simpson
Historical Research Division



HISTORICAL RESEARCH DIVISION
Aerospace Studies Institute
Air University
Maxwell AFB, Alabama
December 1970

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Brig. Gen. Frank P. Lahm, Air Corps

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FOREWORD

About a year before General Frank P. Lahm died in 1963 he gave his World War I diary to the editor, saying simply: "I want you to have this. You may use it in any way you wish." It was evident that although the diary was not the sort that would force historians to rewrite the story of World War I, it was, nevertheless, an interesting and useful addition to the limited literature of the conflict and should be edited and published. A careful reading of the diary revealed, however, that it contained the names of around 1,000 persons--men and women, military and civilian, American and foreign, well known and obscure, important and unimportant--and that for it to be of maximum use as a historical document, it was essential to identify as many of these persons as possible. The decision to undertake this task led to two other decisions: first, not to clutter the narrative with a vast amount of biographical data but, instead, to arrange all persons alphabetically and put them, together with a sketch of each one who could be identified, in a Personnel Section in the Index; second, to keep all sketches brief, no matter how important the person may have been.

The editor has identified most of the persons mentioned in the diary. The few who remain unidentified are those whose names are not sufficiently distinctive or whose assignments were not sufficiently clear to distinguish them from other persons with the same family name, or whose names evidently were misspelled by General Lahm, or who were citizens of nations whose records for the period of World War I are incomplete or non-existent, or who, for some unknown reason, have simply refused to come to the surface in spite of a substantial effort by the editor. Fortunately, those who remain unidentified were not important to the story.

In a few instances identification has been given, but because the editor was not absolutely certain that it was correct, a question mark has been placed after the person's name.

In assembling the biographical data and in carrying out other editorial chores an important source of information was General Lahm himself, who, until his death at the age of 85, retained a keen mind and a good memory. Scores of written sources were used; the principal ones are listed beginning on page 207.

In addition to the names which appear in the Personnel Section, the Index also contains a list of the many American, British, and French military units mentioned in the text, these being arranged numerically under "Units," and a Miscellaneous Section.

The editor is under obligation to a great many people for assistance in preparing the diary for publication. In particular, he is indebted to Mr. Louis A. Jackets, Chief of the Air Historical Branch, British Air Ministry, for biographical data on a number of British officers and

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civilians, and to Lt. Col. Hayez, Chief of the Historical Service of the French Air Force, for similar data on many French soldiers and airmen; to Miss Florine Oltman, Air University Library, and to the Military Personnel Records Center (Mr. J. H. Dalidowicz, Chief, Army Section) for assistance in identifying a number of Americans; to Mr. John Ashmore, Air University Library, for help in locating some very obscure places in France; to Mr. Clark Palmer of the Archives Branch, USAF Historical Research Division, for making available numerous World War I documents; and to Mrs. Lucy Meek, Mr. Harry Creagh, and Mr. Harley Samford who drew the maps and the chart which accompany the text, Mr. Frank Spangler, who prepared the photographs and maps for publication, and Mr. René Vaughan, all of Air University.

Others who were most helpful include Mr. Warren Albert, Library-Archives, American Medical Association; Miss Dorothy Harris, Yale Alumni Records Office; Mr. J. J. Smith, Los Angeles; Mr. Craig Herbert, Lafayette Hill, Pennsylvania, and Col. Glen R. Johnson, USAF (Ret.), Dayton Ohio (both key figures in the National Association of American Balloon Corps Veterans); Maj. Gen. John F. Curry, USAF (Ret.), Denver, Colorado; the late Maj. Gen. Ralph Royce, USAF (Ret.), Coral Gables, Florida; Mr. Royal Frey, Air Force Museum, Wright-Patterson AFB, Ohio; Mr. H. H. Richards, Groton School; Col. Carroll A. Bagby, USA (Ret.); Mr. Norman A. Durfee, American Red Cross; and Det. No. 5, AAVS which made available most of the photographs which appear in the book.

Special debts and special thanks are due to the following members, or former members, of Air University: Dr. Maurer Maurer, Chief, Historical Research Division, for his support of the project; Mrs. Sara Greer, who had the tedious task of preparing the first typescript of the diary and the first list of names to be identified; Mrs. Molly Keever, who typed the first draft of the biographical sketches and also did a substantial amount of research for the editor; Mrs. Mary Hanlin, who provided much typing, editorial, and technical assistance; Mrs. Doris Bailey who typed a clear copy of many well-worn and interlined pages; Mrs. Bettye Maynard, who prepared the final, camera-ready copy of the diary, biographical sketches, and Index--an exacting and difficult task; and to Mrs. Gloria Atkinson who handled the arduous and demanding job of paginating the Index.

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BIOGRAPHICAL SKETCH OF FRANK P. LAHM

Frank Purdy Lahm, the first American military man to go aloft in an airplane, winner of the first James Gordon Bennett International Balloon Race, holder of Airplane Pilot License Number 2, Airship Pilot License Number 2, and Balloon Pilot License Number 4, one of the key men in the American Air Service in France in World War I, and Major General in the Army Air Forces, was born in Mansfield, Ohio, on 17 November 1877, the second child and only son of Adelaide Purdy Lahm and Frank Samuel Lahm.*

In March 1880 Lahm's mother died suddenly; his father, whose health had been precarious for several years, left in October for Europe in the rather forlorn hope that a complete change of climate would benefit him. Surprisingly, his health improved and he spent the remainder of his long life (he died in 1931) in Europe--most of it in Paris, where from 1881 to 1906 he was the European agent for the Remington Typewriter Company--making regular summertime visits to Ohio to be with his family.

When Lahm's mother died it was necessary to arrange for the care of her two small children, Katherine, age four, and Frank, age two. Katherine went to live with her father's sister, Mrs. Helen Lahm Greenwood of Canton, Ohio. Educated in France and at Smith College (with additional study at the University of Chicago), Katherine in 1906 married a young Army officer, Frank Parker,/ who made a brilliant record as a combat leader in World War I, and who retired in 1936 as a Major General.

Frank Lahm was taken into the Mansfield home of his mother's sister, Mrs. Mary Purdy Weldon, a widow with two children of her own. For the remainder of her life Mrs. Weldon was a real mother to Lahm; he called her "Mom" and was devoted to her.

By the time he was 16, Lahm was a fine athlete, having captained both the football and baseball teams in high school. At this age, his father took him to France where he spent a year in a Dominican school, Albert-le-Grand; while there he learned to speak French, saw much of Europe with his father, and further improved his skill as an athlete by a rigorous program of rugby, mountain climbing, and gymnastics.

In 1895 Lahm entered Michigan Military Academy, where he was valedictorian of his class, Lieutenant of the Corps, and a leading athlete. In June 1897 he entered West Point; when he was graduated in 1901 he stood 23d in his class (of 74), had been quarterback on the football team and captain of the baseball team, had set several gymnastic records, had become an expert horseman, and had served as Lieutenant of his company.

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*The senior Lahm appears several times in Lahm's diary.

/Frank and Katherine Lahm Parker, both of whom were in France during the two years covered by the diary, appear frequently in its pages.

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On graduation, Lahm was assigned by request to the Sixth Cavalry and for the next two years he campaigned in Luzon, P.I. He returned to the States via China, Korea, and Japan. The next three years were spent at West Point as instructor in modern languages; his sister Katherine served as his housekeeper. His summers were spent in Europe. In Paris, in the summer of 1904, his father (who had made his first balloon ascent in 1902) taught him to fly balloons.

In 1906, the Army sent Lahm to the famous Cavalry School at Saumur, France. While waiting for the school to open, Lahm, flying his father's balloon and assisted by Maj. Henry B. Hersey of the U.S. Weather Bureau, won the first James Gordon Bennett International Balloon Race, taking off from Paris on 30 September and landing at Fyling Dales in Yorkshire, England, the following afternoon.

In the summer of 1907, while Lahm was recuperating in Paris from typhoid fever, his father introduced him to Orville and Wilbur Wright. This marked the beginning of a close friendship which lasted as long as the Wrights lived.

In August 1907, Lahm was ordered to duty with the newly created Aeronautical Division of the Office of the Chief Signal Officer, U.S. Army. (The Aeronautical Division was the direct ancestor of the U.S. Air Force.) En route to the States from France he investigated aeronautics in Germany and England; in England he formed a firm friendship with Griffith Brewer, a well-known balloonist who later became a pilot for the Wrights.

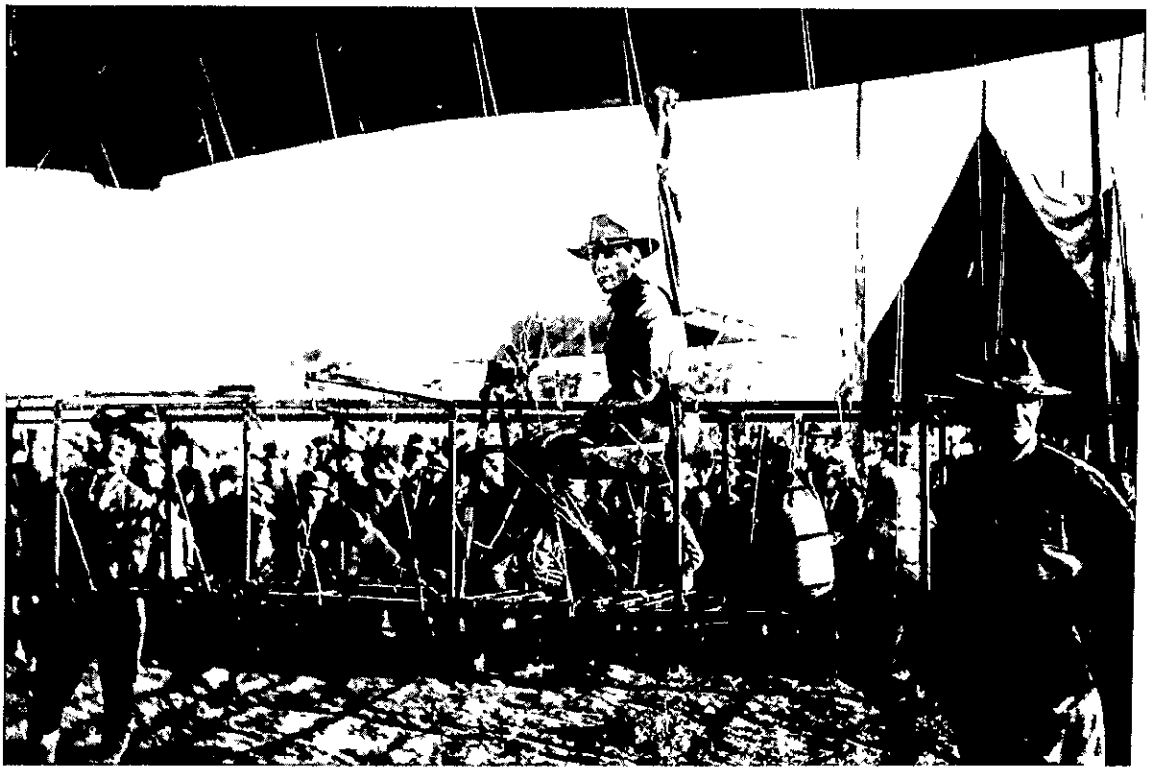
Lahm's tour of duty with the Aeronautical Section lasted until the end of November 1909. Probably no two years of his life were more interesting and more significant. He became a friend of Alexander Graham Bell; he learned to fly an airship; he flew with Orville Wright on 9 September 1908, thereby becoming the first person in the U.S. military service to fly in an airplane; on 27 July 1909, at Fort Myer, Virginia, in the first official test flight of what would become the Army's first airplane, he was Orville Wright's passenger on a flight that set a new two-man endurance record of 1 hour, 12 minutes, 40 seconds; and in October of that year he became the second military man to make a solo flight in a plane.

After his tour with the Aeronautical Division Lahm spent 18 months with the Seventh Cavalry at Fort Riley, Kansas. He then entered the Mounted Service School as a student, was a member of the Cavalry Riding Team, and was graduated from the school in June 1911.

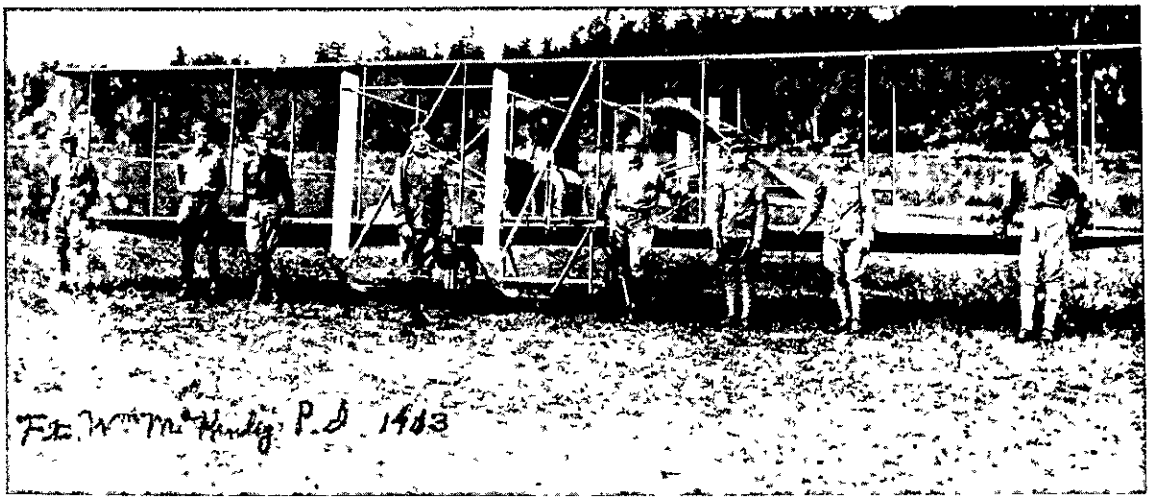
In October 1911 Lahm married Gertrude Jenner, a life-long friend, of Mansfield. They went at once to the Philippines where he again joined the Seventh Cavalry. He spent three years at Fort William McKinley near Manila, during which time he started military aviation in the Philippines. Using a Wright "B" airplane (and, later, a Wright "C") he taught a number of Army personnel to fly, among them Sergeant Vernon L. Burge, the first enlisted man to qualify as a pilot. In May 1913 he took his father, who was

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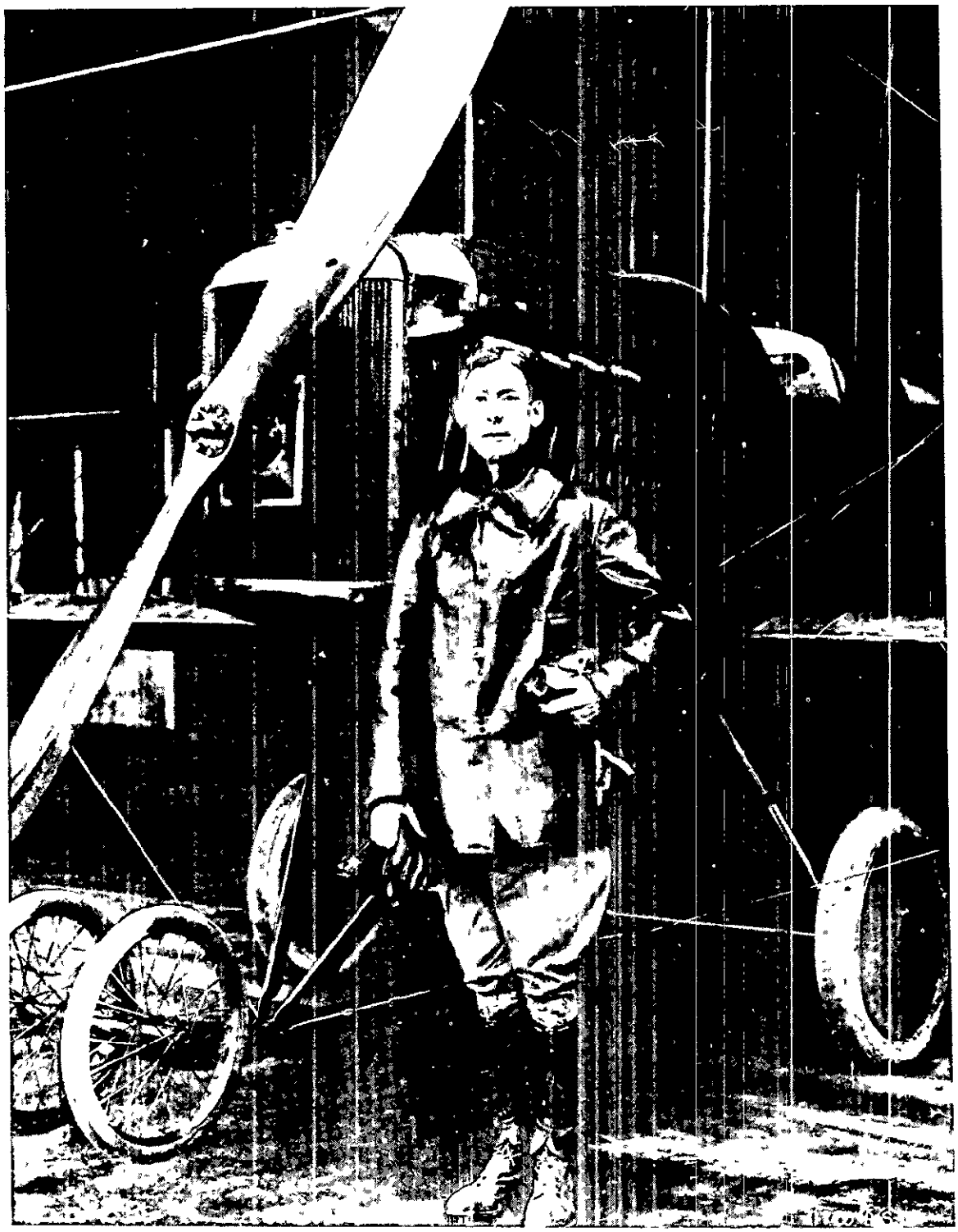
Lt. Frank Lahm in Signal Corps Dirigible No. 1



Lt. Frank Lahm, Philippines, 1913

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Capt. Frank Lahm

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Frank S. Lahm, ca. 1926

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on a round-the-world tour, on a ride in one of the planes.

In October 1914, Lahm returned to the States for assignment to his original outfit, the Sixth Cavalry, then at Texas City, Texas. In April 1916, he was promoted to Captain, detailed to the Aviation Section of the Signal Corps, and ordered to North Island, San Diego, as Secretary of the Aviation School. In May 1917 he was sent to Omaha, Nebraska, to command the Balloon School, where officers and men were trained for service with observation balloons. On 1 June he was promoted to Major.

Shortly after his promotion Lahm suffered a badly broken leg and foot when one of his polo ponies fell on him. In July, as he was about to start on sick leave, he received a wire from Washington giving him the choice of taking the sick leave or of going to England and France on a six weeks inspection tour of balloon schools, equipment, and operations. He immediately accepted the European tour, and on 25 July received orders to proceed to England and France. It is with a quotation from these orders that Lahm begins his World War I diary.

Lahm landed in England on 15 September. After inspecting aircraft factories, depots, and training establishments in and around London, he flew to France where he spent a week at Balloon Headquarters, British Second Army, observing the war at first-hand. Reporting to U.S. Air Service Headquarters in Paris on 2 October and then to the headquarters of General Pershing's American Expeditionary Forces (AEF) at Chaumont, Lahm was instructed to visit a number of French balloon installations and units and then to visit the Sixth French Army near Soissons to observe a major offensive. When he had concluded this duty, higher authority decided that he should stay in France, and on 20 October he was placed in charge of U.S. Air Service, AEF balloon activities, with his first job that of organizing a balloon department in Headquarters, Line of Communication (Paris). A month later, Col. Charles DeF. Chandler, who ranked Lahm, replaced him as head of the AEF Balloon Section, Paris, but Lahm stayed on in France as representative of the Section at GHQ AEF, Chaumont. On 23 February 1918, he moved from Chaumont to Colombey-les-Belles as Balloon Representative, Air Service, Advance Section, Service of Supply, an assignment which gave him supervision over the battle training of balloon companies prior to their assignment to tactical units at the front.

In the first week of June 1918, U.S. First Army Air Service was established at Toul and Lahm moved there with Brig. Gen. Benjamin Foulois, its Chief. Near the end of July, Lahm was assigned to the G-3 Section (Operations), Headquarters, First Army at La-Ferté-sous-Jouarre; later, he moved with the headquarters to Neufchateau and to Souilly. On 14 October, Lahm--now a full Colonel--reported to Maj. Gen. Robert L. Bullard in Toul, with orders to organize and command the Air Service of the American Second Army, a position which he held at the time of the Armistice on 11 November 1918 and for the next five months.

In June 1919, as Lahm was preparing to leave for the States, he was asked to take charge of Fort de Champigny, near Paris, and there to play

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"host" to riding teams from half a dozen Allied nations which were to take part in the International Games in the newly constructed Pershing Stadium. This assignment kept him in Paris for several weeks, during which time he was awarded the Distinguished Service Medal for his services during the war.* Finally, on 30 July 1919 he sailed for New York on the Leviathan, arriving on 6 August. Four days later he and Mrs. Lahm stepped off the train at Mansfield, Ohio--at which point the diary ends.

Lahm spent the following year as a special student at the General Staff College in Washington, having earlier exchanged his temporary Colonel's "Eagles" for his permanent Captain's "Bars." This assignment was followed by a four-year tour in the Organization Branch of G-3, War Department General Staff, in the course of which he moved up the promotion ladder to Lieutenant Colonel. From 1924 to 1926, he was Air Officer of the IX Corps Area, with station at the Presidio, San Francisco.

From July 1926 to July 1930, Lahm was Assistant to the Chief of the Air Corps, with rank of Brigadier General. It was during this period that he organized and commanded the Air Corps Training Center, uniting on one field at San Antonio what had previously been four headquarters and three separate schools. Lahm can justly be called the Father of Randolph Field, popularly known as the "West Point of the Air."

In the summer of 1931, Gertrude Lahm died. With his niece, Mary McConnell, helping with his two young children, he left in November for a new assignment as Air Attaché to France, Spain, and Belgium. A few weeks later Lahm's father died; his body was returned to Mansfield for burial with military honors in recognition of his contributions to the Government in aeronautics.

While in Paris, Lahm was made Military Attaché to France and, later, to Belgium. His four years in Europe were interesting and exciting; he renewed old acquaintances of his Saumur and World War I days (his command of the French language was a great asset), saw mobs in Paris, and watched Hitler grow to power in a resurging, militant Germany.

In 1935 he reported to Governor's Island, N.Y., as Air Officer, Second Corps Area. On 16 April 1938, he met with a group of notable aviation pioneers at Dearborn, Michigan, for the dedication of the Wright home and bicycle shop. Among those present were Orville Wright, Henry Ford, Griffith Brewer, General Benjamin Foulois, and Colonel Charles DeF. Chandler.

In 1941, Lahm approached his 64th birthday which, by law, meant retirement. In September he was promoted to temporary Major General and ordered to take command of the Training Center at Randolph Field which he

*He also was awarded the French Legion of Honor and the Portuguese Order of Avis.

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had organized in 1926, and which, over the years, had grown to 35 bases, scattered among several states. On 30 November 1941, a final review at Randolph brought to an end the long and distinguished military career of one of America's earliest and greatest aviators and one of its outstanding air officers.

A week later the Japanese struck at Pearl Harbor. Lahm promptly offered his services but the Air Corps needed young men.

Retirement could never mean inactivity to Frank Lahm. In 1942 he completed the first good history of the early air arm, How Our Army Grew Wings, begun by his long-time friend, Colonel Charles deF. Chandler, who had died in 1939. During World War II he stayed busy with War Bond drives, the Early Birds, the Boy Scouts, the Council on World Affairs, and other national and civic organizations.

In 1948 he married an old Mansfield High School classmate, Grace Wolfe Kenson, widow of George Kenson.

The year 1953 marked the 50th anniversary of the epoch-making flight of the Wright Brothers at Kitty Hawk, North Carolina, 17 December 1903. In October of that year a remarkable group of aviation pioneers assembled in Washington. Lahm was there; so were Caproni of Italy and Breguet of France (their bombers played major roles in aviation in World War I); Paulhan, engineer on Lahm's first airship flight; A.V. Roe of England and Willi Messerschmitt of Germany (builders of military planes in two World Wars); McCurdy of Canada; Foulois, Milling, Glenn Martin, Grover Loening, Ruth Law, John Towers of the United States--all famous figures from the early days of aviation.

For the next ten years General Lahm lived what was for him a very quiet life. But it was not a life of idleness. He had business interests; he worked to promote flying safety; he helped to promote the Air Force Historical Foundation; he gave generously of his time, his knowledge, and his records to the US Air Force Historical Division; he answered endless requests for information on early aviation; and in his kind and gentle way he inspired many a young officer and airman to greater dedication in the service of the Air Force. Nor, after so many years in retirement, was he forgotten. In May 1962 he received from General Curtis LeMay, Chief of Staff, US Air Force, a special citation honoring him as the nation's first military aviator.

On Sunday, 7 July 1963, Brigadier General Frank P. Lahm, USAF (Ret), age 85, passed quietly away, following a stroke. Few men had spent 85 more interesting, more exciting, more useful years.

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THE WORLD WAR I DIARY OF COL. FRANK P. LAHM

Left Omaha 8:30 P.M. Thursday Aug. 9, per Confidential Order No. 26 War Dept July 25, 1917, (par 4), to "proceed to England and France for a period of approximately five weeks for the purpose of visiting the balloon schools in England and France, and observing the equipment and maneuvering of captive balloons on the Western battlefront, and upon the completion of the duty enjoined will return to his proper station. The travel directed, etc. Signed Tasker H. Bliss," etc. Arrived Indianapolis Friday, Aug 10 and with Emmett [Gans],* Mom [Mrs Weldon], Mary [Gans] went out to Ft. Benj. Harrison --saw the Reserve Officers Training Corps reviewed by Governors of Ohio, Kentucky, & Illinois./ The companies all marched by singing--the Governors and ex vice-pres Fairbanks spoke. The men from Ohio sang their songs, then the others, all very much to the point, especially the one entitled "To h___ with the Kaiser." It was a picture of "the nation in arms"-- I never saw a cleaner set of men together--Left Indianapolis and reached Galion [Ohio] Saturday 8:30 P.M. Rode to Mansfield [Ohio] in Aunt Nell's [Mrs Weaver] car. Sunday Dinner at Mother Jenners. Fred & Mary Harrington to tea at four. He is now captain of M Company [8th Infantry, Ohio National Guard]. Left at 5:30 P.M., arrived Washington 8:30 A.M. Aug 13. Father [Frank S. Lahm] met me. He was mustered in as a Balloon Inspector of the Signal Corps and left Tuesday evening Aug 15 for an inspection trip to Akron, Richmond, St. Louis, and Omaha. I stayed in Washington till Thursday eve. the 16th, getting in touch with Chandler and the Balloon Office. Capt. [J.C.] McCoy and Daggett in the office. Capt. Delagrange of the French air service gave me a letter to Commandant Pierra of the Services Inter Allies, in Paris. Met many old friends--Washington and the War Dept are veritable bee hives or ant hills. Hundreds of officers everywhere, largely reservists. Found Woody [R.E. Wood] preparing to go as a colonel in charge of trains of

*All material in brackets has been added to the text by the editor. In the interest of economy of space he has deleted some entirely unimportant sentences or parts of sentences.

/Many wartime diaries, written in haste and under less than optimum conditions, suffer from poor spelling, awkward sentences, and numerous errors. Lahm's diary is an exception. There are very few misspelled words; in all cases the original spelling has been retained. Similarly, no changes have been made in Lahm's use of capitals or in his abbreviations, punctuation, etc., except that in a few instances punctuation marks have been added where they were needed to clarify the meaning of a sentence.

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the [42d "Rainbow"] militia division* about to mobilize and sail.

Left Washington Aug 17 - arrived New York. Reported at Transport Service Office--was told I would not sail on the St. Louis the next day, but on the Baltic on the 20th. After several postponements, went aboard the Baltic on evening of the 22nd and sailed Thursday Aug 23. As ranking officer on the ship, I had a large stateroom midships with brass bed and private bath attached. Eight Regular aero squadrons under Bowen--Spaatz in command of one squadron--some hospital units with a lot of doctors and nurses--and many Q.M's (reservists) made up the list. Everyone in uniform; officers and men were kept inside for two and a half hours--after leaving the dock--until we were well out.

Aug 24 (Friday). It was interesting running with all the lights covered last night--orders prohibited lighting a match on deck or showing a lighted cigar or cigarette above the rail. The passengers sat out on deck in the dark. It is a happy crowd--much singing. Boxing bouts on the lower deck furnished amusement this afternoon. Met Major (Dr.) Flint in command of the Yale Field Hospital Unit--he was in France two years ago and has a reputation for being a good organizer. There is a detachment of candidates for the Av. Section, S.O.R.C. [Signal Officers Reserve Corps], traveling first class.

Sunday, Aug 26. Halifax, N.S. We anchored here last evening. Last night we had some beautiful music by privates of the Medical Corps. One, a grand opera singer, sang "On the Road to Mandalay" and followed it with "The Hanging of Danny Deever."--The last I shall never forget.

Tuesday Aug 28. Drs. Rowley & Smith of Yale unit and myself got a machine and in an hour saw Halifax with its numerous cemeteries, old, very old, stone houses, a few fine houses (very few), a large new soldier's hospital, the 35 million dollar dock construction under way, various wounded soldiers' homes, then out into the country, by the Northwest Arm with its numerous boat houses. It all looked very much like Maine or the country near Burlington--pine woods, rolling hilly sections, all very New England like. This morning I visited the Halifax Club. They have the door opened to all officers of whatever nationality (nothing said about Germans). Halifax is dry--including the Halifax Club.

Thursday Aug 30. Went to town to-day with Dr. & Mrs. Rowley & Dr. Smith--bought a "Sam Brown" (English officers belt). This morning I had

*The headquarters of the 42nd Division landed in France on 1 Nov. 1917, making it the third U.S. combat division to reach France. The Division's personnel came from 26 states and the District of Columbia. It suffered the greatest number of casualties of any of the 35 National Guard divisions.

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19 men of those assigned to my boat, out for boat drill. Capt. Galbraith, Reserve Q.M. who has had an enlistment in the Navy, put them through a regular drill with the oars at which they were only fairly proficient. A life boat oar is not a toy. The aviation volunteer band appeared at a dance on deck Tuesday night. They were accused of being German, only worse than the usual little German band. Gordon Robinson came over from the "Panomia" and called yesterday. They were waiting to go across with us--a regiment of artillery to man the heavy guns. Massage every night is doing my leg a lot of good.* Have read "Over the Top" [by Arthur Guy Empey]--fine, also "The Red Planet" by [W.J.] Locke which was pretty good--much better than "Mr. Brittling, [sic]"/ and on the same lines.

Saturday, Sept. 1. Boat races this morning. I officiated as judge. Dr. Wells of the Yale Unit with a crew made up of soldiers, most of whom had rowed on the Yale crew, easily won his heat. The others were close and exciting. The course was from the ship around a Dutch vessel about 1/4 mile away, and back again. The finals were at 2 P.M.--a straight away course of nearly a mile from a neutral vessel at anchor, ending at our ship. The Yale crew was supposed to have a walk away, but the best they could do was to come in second some three lengths behind the winners. Dr. Dillard won with a crew of husky soldiers, some of whom were supposed to have been college oarsmen. The bay, or upper basin, as they call this part, is full of neutral shipping--largely Norwegian, Swedish & Dane, and "Belgian Relief" ships are always coming and going.

Sunday Sept. 2. A transport crossed our stern this afternoon, loaded down with black soldiers which we understand are Jamaicans.

Thursday Sept. 6. Promptly at 5 o'clock yesterday afternoon the 1st officer at the bow gave the signal to raise the anchor. At the same time we could see the five other troop ships in the Upper Basin with us, hoisting their anchors and getting under way very, very slowly. It was truly an inspiring sight. Then as we started down the narrow channel we speeded up--past a British cruiser whose crew gave us three Hip Hip Hurrahs! past the town with the people waving and cheering--at all the little cottages on the Dartmouth side the people were out waving American flags, handkerchiefs, tablecloths, and all cheering. Past the Megantic loading Canadian troops at the docks, past the ship with the black troops from Jamaica--then out through the two submarine nets--past the old citadel--then we saw our escort just ahead of us--the Almaganzar, a converted cruiser with six six-inch guns on each side. As darkness came on it was a great sight--all our lights were covered except a couple at the stern pointed to the rear. A very large red half of a moon came up and made the other ships look like great white phantoms. This morning when I went on deck, thirteen ships, including ourselves were in sight. It now seems to be a sort of "go as you please," with no

*Lahm had suffered a rather severe injury to his right leg and foot in June 1917 when his horse "Joe" slipped and fell on a paved street in Omaha.

/Mr. Britling Sees It Through, by H. G. Wells.

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attention paid to formation. Our converted cruiser is merely to protect us against raiders--not against submarines; we seem to be moving at a good rate, with perfect weather. Covering the lights necessitates closing the port holes at night, and as a result, the air is not good, but I have arranged with my steward to come in and open mine as soon as it is light enough to be safe.

Saturday Sept 8. Everyone was on the alert to-day when our cruiser suddenly swung out of the column, dropped to the rear and started signalling with her lights. It was guessed to be everything including submarines and raiders, but we were disappointed to find it was simply for the purpose of checking up to see the convoy was travelling properly. To-day we started varying the direction, evidently to fool the submarines. For instance the leading ship suddenly swerves and makes an S, the others following suit. This ship is worse than a transport for rumors--we live on them--a large fresh crop springing up every day. First, we hear that the freighter travelling opposite us on the port side is a mystery--that she is never in port until just as the convoy is ready to move, then that she is never seen loading--(tho she sits very deep in the water and is evidently heavily loaded), that she is an armed vessel in disguise.

Tuesday, Sept. 11. Bridge, shuffle board, reading, walking, & my evening massage make up the day--yes, and my officer's class which meets at 8:30 A.M. to exercise for a quarter of an hour before breakfast. Major Flint of the New Haven unit asked me to take it, and it is made up largely of his surgeons. To-day it has turned decidedly cool and a flannel shirt under a coat is none too much. "The Red Planet" by W. J. Locke, "My Home on the Field of Honour" by Francis Wilson's daughter,* "A Hilltop on the Marne" by Mildred Aldrich, and best of all "The Marne Campaign" [by Frederich E. Whitton] with excellent maps, are the war books I have read since coming aboard--all of them are well worth reading.

Wednesday Sept. 12. Orders to-day direct that life preservers be carried at all times so we all go round with them in our hands, even to meals. Some put them on as a convenient way of carrying them. Mr. Marsh, who rents Warwick Castle and has turned it into a convalescent hospital, wears a non-sinkable vest and keeps it on, together with part of his clothes, night as well as day. He has made this trip six times since the beginning of the war.

Thursday, Sept. 13. This morning the destroyer flotilla was sighted from the bridge. In a few minutes, ten of them came down upon us, circled round, and to the great joy of those looking on, one of them hoisted the Stars and Stripes. Soon they had distributed themselves, and three of us, the Baltic, Belgic and Megantic, the three fastest ships, each with an American destroyer as escort, left the fleet and steamed ahead. By 8:30 A.M. the fleet was only a line of smoke columns in the distance. To-day we have

*Mme. Frances (Wilson) Huard.

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zigzagged, made S's, swung and shifted into all sorts of formations with the other two ships. The little destroyers are sometimes on our flanks, sometimes ahead, are generally darting around like wasps or flies. In the rather heavy sea, they roll and pitch, sometimes looking as though they would leave the water altogether and fly, they seem so light.

Friday, Sept 14. We lost the other two ships in the fog last night but to-day picked up the Megantic with her destroyer--the Belgic with hers is some way back. About 2 P.M. we sighted land--the Welsh coast and light--an overturned life boat was passed about 11 A.M. Now it is reported that a submarine sank a 15000 ton ship early this morning, on our course, and that the life boat was hers. About 2:30 P.M. a balloon was sighted on our port bow. Later it passed to our left and went on out in the direction the submarine is reported. It was a peculiar shape--apparently of the three-lobe variety, blimp--it stood at times at an angle of ten or fifteen degrees or more, sometimes with the nose up, but generally pointed down. In the meantime a second came along and passed over us about 300 feet up. It was a "blimp" with a beautiful cigar shape--No. 5572--two passengers, single propeller above and behind the car--a gun mounted forward. Two horizontal stabilizers like the "Patrie,"* vertical stabilizer underneath the gas bag with rudder at its rear--bag about 160 feet long, aluminum covered bag, short car.

Sunday Sept 16. That was a 6000 ton ship sunk on our course Friday morning. At 6:30 A.M. that day, the bridge sighted a submarine and our destroyer went after it, but returned and went on with us. At 7 P.M. Friday, we suddenly received a severe shock that shook the whole ship. There was not the slightest doubt in our minds as to what it was--we were hit by a torpedo--no one needed to say so. We started out into the passageway and then the signal sounded to go [to] the boats--five blasts of the whistle. We went. As a matter of fact, I had less trouble getting there than I had usually had at drill. There was not the slightest confusion or crowding. I found Capts. Galbraith & Lt. Gilliam already at our station. I counted 37 men which was the correct number. I saw the patrol boat and our destroyer off to our left a few hundred yards--the destroyer No. 38 let out one of its black smoke screens. I watched the side of our ship to see if we were sinking, and could tell that if we were, it was very slowly. I gave permission to two or three of the men to go below and get more clothes--one had his life preserver on over only his undershirt. After twenty minutes waiting, Bowen came along and asked what was doing. As I did not know, we both started for the bridge to find out. We found the mate who told us that the patrol boat had fired two shots at a submarine, that the destroyer had dropped a "depth charge" on it, that we had felt the concussion of the depth charge and had not been struck at all. The destroyer had reported dropping the depth charge, then told us we were "not damaged and to continue on our course." I went back to the men and told them what the mate had said, then dismissed them and went down to my own dinner. We heard the captain continued to think we were struck until he went down himself and examined the

*A famous early French airship.

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hull of the ship. When the "depth charge" went off, which gave us such a jolt, the destroyer was seen to jump--it must have shaken her up a lot. Several amusing things occurred. One big Britisher exclaimed as he started for his boat, "Why, they've closed the bar!" One load of nurses standing by their boat, were told by someone to climb in. With the assistance of a steamer chair they did. Then calmly sat there waiting. There was not a single man, crew or passenger, in their boat. Finally some one came by and saw them sitting there, so said "What on earth are you doing in that boat? Get out of it." Which they did. One reassuring fact remains, that a life boat suspended by the bow and stern as these are, will hold up under its load--I had rather doubted it, especially as some of them looked pretty old. There was not the slightest confusion, no one displayed anything but the greatest calm and self control. The nurses in particular were given credit for their coolness. I turned in at two, but was kept awake some time by the starting and stopping of the engine as we came in over the bar at the mouth of the River Mersey. When I woke up on Saturday we were in the river at Liverpool, but did not get to the wharf till about 11 A.M. Finally the Q.M., took me off with my baggage. We went to the North Western R.R. station, then started a search for the British Army official from whom I was to get my transportation--he was not to be found and the sergeant refused to give it out. At 1:56 we found the proper official and I had my transportation, made a flying get away and left on the two o'clock train, reaching London at 6:45 P.M. Galbraith who is an ass't Q.M. met me at the station with the Q.M. car and brought me to the Rubens Hotel on Buckingham Palace Road, where I am very comfortably installed in a room and bath for 9 sh. 6 p.* a day. Maj. Rethers is the Q.M. This morning I went to the Embassy and made out mileage vouchers etc. Saw a large number of ambulances loaded with wounded come out of Liverpool Station. Some of the first were sitting up--the others were all lying on stretchers with various bandages on. Soldiers are everywhere, any number of them in their blue convalescent uniforms. The country coming up from Liverpool was so green and peaceful looking--herds of cattle grazing in the fields, farmers harvesting the grain, it was hard to believe war was on the land until we came to the stations, where there were always soldiers. London, however, is military. All day soldiers on their way to or from Victoria Station have been passing the hotel, going from or coming to "Blighty"/ with their heavy packs on their backs, trench helmet hanging on behind and gun over the shoulder--a very business-looking outfit. Among the wounded convalescent, the number of one-legged men is particularly noticeable. As far as I could see, the people in the street did not show their "burden"--all appeared happy enough. Met a Col. Patterson in the hotel to-night. He spent six months in the U.S. some ten years ago, was entertained by President Roosevelt at the White House, spent some time at Ft. Riley and Springfield Arsenal, and knows many

*In 1917, equal to about $2.30, American money.
/Slang for England.

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of the 7th Cav'y* and 6th Field Artillery. While all stores and theaters are closed to-day, London has a very gay and lively appearance with so many people and so many uniforms in evidence.

Monday, Sept. 17. Ordered a uniform overcoat this morning from Tom Jones, 6 Regent St., for 6 £, 15 sh., about $33.00. Then went to Embassy and spent the rest of the day while Gen. Lassiter, the Attaché, tried to connect with the War Office and get me officially launched on my way to Roehampton.† He had not succeeded by 7 P.M., so dictated a letter to the War Office to be delivered to-morrow. I found out W. A. Gibbons, an asst to the attaché, was an applicant for the balloon service; he was formerly with the U.S. Rubber Co. and is in good touch with the balloon service here. He has already submitted several reports and has covered a good deal of the ground I had mapped out, which will save me some time. Met Capts. Dunning and Warburton of the Reserve, also Drexel, the old flyer, who is handling the Aviation end here. I spent some time collecting information that Gibbons had filed.

Tuesday Sept. 18. To embassy & found I was to call on Gen. Brancker, Air Board, Cecil Hotel. He said I could be at Roehampton at 10 A.M. to-morrow and that he would arrange to send me to Hdqts in France in an airplane. I am to let Gen. Charlton know when I am ready to go. Spent a couple of hours with Brewer at his place where he is manufacturing Ogilvie air speed indicators. Saw his wind tunnel, with model of kite balloon set up to measure suction on top surface at various points. This is for the purpose of finding pressure on gas bag from within, at various points. Aero Club--met Mr. Handley-Paige [Page], who builds bomb-dropping aeroplanes--is now working on one with 120 foot span, 4 Sunbeam engines of 500 h.p. each. Has already lifted 21 men to 2000 feet with a 500 h.p. machine.

Wednesday, Sept. 19. Took tube at Victoria Station for Hammersmith,†† phoned to [British Balloon] School and Col. Bovill sent his car for me. Capt. Vanderbyl who has played championship tennis in New York & California, showed me around and took me to lunch. Lt. Neville J. Rich, telephone man, gave me a lot of information about their phones, and showed me round--also Lt. Pratt who took me up in a tree, the observing point for a landscape map, 1/80, that he was constructing on the ground. He set off some of his explosives, including a little wooden fuse, shot from a small mortar, about 16 inches long and 3 in diameter. The fuse is a hollow piece of wood 1 1/8 in. diam., 3 1/2 in. long with a hole about 5/8" diam. bored in the center. A fuse is led into one end of this, in the other (open) end is put 1/10 of

*Lahm was a member of the 7th Cavalry Regiment in 1909 and 1910, and again from 1911 to 1914.

†A suburb in S.W. London, at which were located a Royal Naval Air Service Balloon School, and an Army Balloon School.

††A school in S.W. London

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a dram of powder, then a cork plugs up the end. When the mortar is fired it throws out the wooden projectile, at the same time igniting the fuse at its base. When it is about 50 to 60 feet up, its own charge blows out a strong puff of smoke to imitate a shrapnel charge bursting in the air. Lt. Rogers showed me his store room, a tent hanger containing balloon stores--also blankets, stoves, etc. which are carried by the balloon supply officer. Saw the transport for two sections going to Mesopotamia shortly. No balloons observing as they had just moved to Richmond Park* from Roehampton--the Navy are taking over that part. Col. Bovill sent me in his car to the Brewers. Borrowed a pair of pajamas and spent the night with them.

Thursday Sept. 20. Mrs. B. left at 8 A.M. to go to London, "doing her bit," 5 1/2 days in the week. A car took B and myself to the Balloon School, R.N.A.S. [Royal Naval Air Service] at Roehampton. Capt. Delacomb in command; had met [him] in Paris at the [balloon] race in 1906 and again in Brussels in 1907. He was most cordial--showed me around--about 80 student officers, 700 to 800 enlisted men, three kite balloons in the air two hours at a time with observers in training. Navy have a heavier cable, heavier rigging, heavier oval car with map board on outside, one had celluloid wind shield entirely around front end, with cloth pocket to fit field glasses into. They work at 1000 feet regularly in the Navy, but tow their balloons so have much heavier strains. Have had a balloon up from the ground in a 110 mile wind, an observer in a 75-mile air speed when towed from a ship. They have put a pointed tail on one of their Caquots,/ taken off the "trouser legs," and so cut down the resistance considerably. They have an interesting device for observing [gun] fire:// on a board with a small ship on it. By pressing levers, little rope ends come up out of round holes in the table, over or short of the ship, then the observer corrects the range. Ship can be set at an angle and then he estimates the angle. He has a revolving table in front of him with the degrees marked on it. A small lake in rear of headquarters has a fleet of German battleships, cruisers, submarines, etc. on it. A balloon car suspended in the air, some 150 yards away is the observing point. Their course is only about two months long, they have to rush men out to the ships for balloon patrol duty as soon as they can get them there. Lt. Diel took me up in a Caquot to 1000 feet, wind up to 40 m.p.h. made the car sway a good deal, but I could use the glasses and tell that a train three miles away was a "goods" train. He cut away one of the

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*A surburb in S.W. London, adjacent to Roehampton.

/A type of captive observation balloon invented by Capt. Albert Caquot of France. The gas bag was larger in diameter at the nose than at the tail, which kept it headed into the wind, and had a rudder at the tail which reduced rocking and pitching. Its capacity was 35,000 cu. ft.

//In World War I both sides used large numbers of captive balloons to spot shell bursts and adjust friendly artillery fire, pass back information on the location and movement of friendly ground forces, observe enemy ground and air activity, and photograph terrain. Balloons also were used to spot enemy naval vessels and to adjust ship's gunfire.

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parachutes--the sand bags caught in the maneuvering ropes so that bags, ropes and parachute were all horizontal for a moment--then cleared, opened in about 60 feet and reached the ground easily, tho swaying badly all the way down due to the bad get-away. Had lunch with Capt. Delacomb--the headquarters is in a beautiful chateau, given up by its owner for their use. Brewer gives a lecture three times a week at the School on ballooning. A ribbon was recently given an observer who spotted a submarine on the surface 27 miles away--was towed to it by the destroyer, other destroyers surrounded it, dropped depth bombs--and "strafed" it. From what I gather so far, the K. B. [Kite Balloon] service is not looked on with the highest favor by the Army, but about five months ago, grew suddenly popular with the Navy and now they want their School to turn out a lot of it for patrolling the submarine areas and for use on their capital ships. Silicol generators* are unpopular. Gas has impurities which damage rigging and balloons. They much prefer commerial product in tubes. Shortage of tubes seems to be only reason for having silicol generators. 11 parachutes seen in air at one time when Hun airplanes came thru clouds and "strafed" 5 to 6 K.B.'s at once.

Friday Sept. 21. Andover junction 10:40. Met by adjutant of No. 1 School of the Balloon Training Wing. He took us in a car 12 miles to Lark Hill, Salisbury, where Maj. Parker, commandant of the School, received us. The School is not large--it has ordinarily about 15 student officers, 150 men--there were 3 balloons there. German prisoners were doing a lot of work on roads, walks etc. They were a well-fed, contented looking lot--also rather intelligent and husky looking. The men are quartered in cantonment barracks, with similar buildings for the School. Students remain only about one month--are instructed in bagging down balloons, folding parachutes, map reading on the ground, and particularly map reading and observing shoots from the air. Maj. P. took me up to 1500 feet where for an hour we read the map, watched troops drilling, and artillery firing. Unfortunately they were not having a shoot to-day. Everything is necessarily somewhat simple and crude, as it is only a cantonment. There is one tent or canvas hangar with a permanent wooden frame, packed earth balloon bed and board floor around it. Two balloons were bagged down in openings cut in the edge of a small wood. The winch was permanent. They had a good telephone and chart room lorry and a portable silicol plant in operation. They showed me the inspection and packing of a parachute, and cut away one with a dummy attached. It did not open as readily as I expected, took 9 1/2 seconds or about 200 ft. and landed from 1000 feet (wind at balloon, 30 m.p.h.) in 59 seconds. Maj. Parker took [me] to Salisbury where I caught the 4:13 train [to] Waterloo Station.

Saturday Sept. 22. Col. Bovill sent his car for me at 9 A.M. to go to Queen's Court/ where Maj. Price has the Balloon Stores Depot. He has the

*Silicol generator was used in manufacturing gas for balloons; it used ferro-silicon.

/A London suburb.

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supplying of all balloon troops in the British Army. To the Air Board where Lt. _____ gave me my transportation to Lympne* and instructions for Monday's trip across the Channel.

Sunday, Sept. 23. To Embassy in A.M. to get off letter to Chandler and the various papers, plans, etc. that I have been accumulating. On Friday they had an accident at the Army School at Roehampton. One K. B. broke loose, then carried away three others which were attached and used in an experiment. Two men on the handling guys of the first balloon failed to let go. One was carried up 1000 feet when he had to let go and dropped within 5 yards of where Major Price was standing. The other man managed to attach himself in some way to the handling guy and hung on for three quarters of an hour when he let go at an altitude of 12000 feet. They are looking for a big Hun raid over the city next week at the time of the full moon. The papers are already beginning to talk about it. Some of the theaters are going to give no night performances at that time.

Monday, Sept. 24. Arrived Westenhanger near Folkestone at 11:08; met by car and taken to Army Acceptance Depot at Lympe. This is a large depot where machines are delivered for forwarding to France. 12 large hangers, brick, G.I., about 75 ft wide by 150 ft long. As many as 45 or 50 machines are forwarded by air to St. Omer in one day from this depot. Lt. Baker, very young, took me across in a Bristol fighter, 250 h.p. Rolls-Royce 8 cyl. engine, speed 110 m.p.h. Left ground 2:30 P.M., circled once to gain 1000 feet, then headed toward Folkestone--3,000 ft. when we reached Channel and crossed at that height. A blimp was cruising along the British coast, destroyers in columns of 3's near the French coast. Numerous small craft in the Channel. Reached French coast near Calais at 2:55 and were over St. Omer "Army Aircraft Depot No. 1" [British] at 3:15./ It was Lt. Baker's 3rd crossing that day. An Italian airplane (not a Caproni) which had left Turin at 6:30 A.M. circled over Lympne at 2 P.M., then cont'd its non-stop run to London. Met Gen. Trenchard, in charge of all [British] air service in France, Lt. Col. Collier in command Depot No. 1. A British archie// [antiaircraft shell] had made a hole about 8" deep in front of hdqts in the morning, putting numerous holes in an adjoining hanger door and sending 4 men to the hospital; another archie had gone thru the hospital from roof to

*S.E. of London, a few miles from Hythe, west of Folkestone, on the Strait of Dover. (See map No. 1)

/Place names in France, Germany, and Belgium which appear in the narrative are located on one or more maps which follow the Index. For Calais and St. Omer, see maps 1, 2, and 3.

//According to Maurice Baring in his book Flying Corps Headquarters, 1914-1918 (p. 43) the British No. 5 Squadron, stationed in France in September 1914, called the only German antiaircraft gun which bothered it "Archibald," from the song "Archibald, certainly not," and that this was the origin of the word "archie." A.G.J. Whitehouse in his book Hell in the Heavens (pp 115-116) agrees with Baring but credits a pilot of No. 9 Squadron with originating the expression.

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cellar-failed to explode, but went thru the bed beside a sick man; they were firing at a Hun plane 20000 ft [sic] over St. Omer. This depot receives all machines flown over from England, rebuilds damaged machines and salvages parts. It is an immense place. Spads, Nieuports, Bristols, Sopwiths*--all types were there, but especially the chasers.

[Editor's Note:

By this time, and for the remainder of the war, each of the major fighting nations maintained a large air arm. The principal functions of these air forces were as follows:

1. Observation. The purposes of observation were to control friendly artillery fire and, through photographic and intelligence missions, to observe and report on friendly troop location and movement, enemy ground and air activity, the terrain, and related matters. Most observation, especially where distance was a factor, was handled by two-seater aircraft, equipped with radio and visual signal equipment, armed with fixed guns in front and movable guns in the rear cockpit, and carrying, when necessary, photographic equipment; the remaining observation was carried out by observers in captive balloons. Now that the use of cavalry was no longer feasible, air observation was the "eyes of the Army."

2. Combat and Pursuit ("Chasers"). The primary duty of pursuit was to secure and maintain control of the air, keeping it free of enemy pursuit planes so that friendly planes, balloons, and ground troops might operate without interference or danger from enemy aviation, and, concurrently, to drive the enemy's observation planes and balloons from the sky and thereby to blind his command and his ground forces. In addition, pursuit attacked ground troops by machine gun fire and bombardment. Pursuit planes were mostly single-seaters, carrying only the pilot, but some were two-seaters ("biplace pursuit") with a pilot and a gunner; in either case, the plane was fast, maneuverable, and well armed with machine guns.

Pursuit was the romantic branch of the air service. The aviation heroes of World War I--the "knights of the blue," the "aces," the Rickenbackers, Richthofens, Guynemers, and Bishops--all were pursuit pilots.

3. Bombardment. Bombardment was of two sorts: day and night. Both kinds normally used bombers, that is, planes which were especially designed for carrying a load of high explosives and which were larger, slower, and less maneuverable than pursuit planes and which had either one or two engines (occasionally more). Some day bombardment was carried out by observation-type planes, and even by pursuit planes, which bombed bridges, rail heads,

*All are pursuit planes: Spads and Nieuports are French; Bristols and Sopwiths are British. It should be noted, however, that the Spad XI, Spad XVI, and Sopwith 1 1/2 Strutter were "observation" planes, not "pursuit" planes.

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troop concentrations, trains, and other military objectives, and assisted in ground strafing. In World War I bombing operations were almost wholly tactical in nature, being directed against the battlefield and the area adjacent to it through which troops and supplies were moving to the battlefield; they were not strategic (that is, they were not directed against the enemy's sources of supply, population, and capacity to wage war) except on rare occasions, notably during the last few months of the war when the British Independent Air Force began to bomb well inside enemy territory.]

2d Air Brigade Hq [British] sent me to Montrouge. This is hdqts 2 Balloon Wing [British], Lt Col. W. F. MacNeece, Commanding. Passed Army hdqts Second Army, Air Brigade Hdqts, numerous transport stations and dumps.

Tuesday Sept. 25. Visited all the five balloon co's and all but two sections of the eleven in the Second Army. 47th section [11th Balloon Co.] intelligence balloon was entirely in the open, unprotected, no bed,* no ground cloth.† It was interesting to see the different ways the different balloons were handled. Major Neame came in from hdqts depot--in charge of all supply to Expeditionary balloons in France. Early to bed for the "big push" to-morrow.

[Editor's Note:

On 20 September the British had started an attack a few miles east of Ypres; the action was a part of what is generally known as the "Third Battle of Ypres." Fighting was very severe between 26 September and 1 October (the period when Lahm was in the area)--the German artillery assault of 1 October was unusually violent--and casualties were heavy, but no significant gains were made.]

Wednesday Sept. 26. This is the day of the drive. We were all wakened at 5 A.M. for the start at 6:50, but the visibility was miserable so we all went back to bed as we could see nothing. The push came off and was very successful. I talked equipment with Maj. Neame. Took a car & went forward on the Diekebush Road to Trois Rois†† where 47th intelligence balloon had pushed forward. While waiting there, a squad of 300 German prisoners came along, being taken to the rear. They looked in good physical condition as a rule, but were of all ages, from 20 or 21 to forty or more. The officers were less healthy appearing; one out of six or eight looked really husky. The latter were put into wire pens separate from the men while they stopped.

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*A smooth, level place where a deflated balloon was anchored to the ground. Usually the bed was located close to a group of trees as a means of concealing it.

†A waterproof cloth placed on the ground to protect the balloon from moisture.

††For these and other places between St. Omer and Ypres, see map 3.

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As the detachment passed me, the odor was something to remember for a long time. I had heard of it, and it is not exaggerated. Ambulances bringing in the wounded passed us. Airplanes were overhead all the time. This is the section (No. 47) that lost 3 balloons in a week recently. In the afternoon Neame and I took a car to where Maj. Mahler of the 6th [Balloon] Co., was just starting up to observe. We went forward a little, left our car back of the site of Wytschaete, then with steel helmets and gas masks went forward into what had been the town. The remains of the church and those of the hospice were all that was left to indicate a town. We found all the remains of the German's occupation of this section as a stronghold, however. Reinforced concrete pill boxes, concrete dugouts, sometimes with walls nicely plastered, sometimes steps leading forty feet down into the lower dugouts. British soldiers were living in some--part of heavy artillery troops stationed all round here. On the way back we stopped to see the crater of one of the Messines Ridge mines. It was a great hole 100 yards across and 50 feet deep. There were scores of these along the ridge of which this is not the largest. In this vicinity are a number of signs: "Unexploded mine. No camps to be located within 200 yards." All the mines did not go off in June when the ridge was blown up. They said 200 men were buried by one of these explosions--and are still buried. As usual airplanes are very active over us and the German archies are after them. I counted 50 archie puffs as they tried to get one British machine but they did not prevent his getting away even then.

Mahler was in the mounted infantry in the Boer War, was in the South African parliament when this war broke out, came back & went to the front in an infantry regiment, was badly gassed and when he recovered, went into the balloon service. When up this afternoon, he reported trains arriving at Wervicq & reinforcements evidently coming in there--the trains were shelled & driven out at once. "Flaming onions"* past Ypres indicated the Germans were after a British bomber. Two airplanes went past here showing their lights--one of them dropped a parachute with an intensely bright light in it that floated down very gradually and even after it was on the ground, continued to light up the surroundings for a long time. We thought he had lost his way and was signalling to the aerodrome for a light to guide him home. To-night the whole artillery on this front started a big "strafe"/--evidently the Germans are counterattacking.

Thursday, Sept. 27. This afternoon I went forward with Col. MacNeece to look for new sites for the balloons. They are moving forward on account of the advance made in the drive last Tuesday. We went to Ypres--which is simply desolated--passed the Cavalry School, all in ruins, on to Potijze, back through "Hellfire Corner" where the R.R. to Roulers crosses the Menin Road. Old trenches, barbwire, and especially shell holes everywhere. A

*A small projectile, heavily coated with phosphorous; used (almost wholly by the Germans) against aircraft and balloons.

/To rake with fire at close range (from the German word "to punish").

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couple of dead horses lying beside the road outside Ypres. As we came up to the town, a traffic policeman (soldier) warned us to put on our steel helmets. We went to a chateau, the hdqts of a corps, in rear of the line here. I counted 16 balloons in the air at once this afternoon; 11 in this [2d] Army, two in the next Army south, and 3 in the 5th Army to the north.* We stopped at the 47th section on the way back and I went up with Lt. Pearson, a Canadian from Winnipeg. The visibility was not good, but at 3000 feet I had a good view of the neighboring country. Trenches showed up below us particularly well. It was after 6 P.M. and the air in front of us was simply filled with Ally [Allied] airplanes. Once I counted over 100 archie bursts in a group, when the Huns tried to bring down some machines. 5 smoke screens went up to the south and east of us. Huns moving artillery or troops. Ally guns were booming under us all the time, and occasionally a flash showed behind the Hun lines. As the winch went out of commission with magneto trouble just when we were ready to come down we had to stay up for 1 1/4 hours (till after 7) and had a beautiful view of a barrage fire. It opened up very suddenly in the 5th Army [British] to the north--thousands of angry flashes, especially among the field guns up behind the trenches, but the larger flashes of the big guns to the rear also, and a perfect roar. Then the smoke and dust cloud where the barrage struck the Hun trenches. He immediately put up his red S.O.S. signals and his green lights to tell his artillery to open up and to lengthen the range. In a few moments the 2nd Army [British] opened up a barrage, more intense than the 5th Army's. The Hun seemed to call for help as loud as he could, for he simply showered the sky with his red and green lights, rising from the middle or in front of the barrage. Occasionally a shell burst behind the Ally lines. One large ammunition dump went up in the 5th Army and several small ones on both sides of the line. We were finally hauled down by running the cable over blocks attached behind a tender and two lorries [motor trucks], the machines running back and forth across the open and laying the cable out on the ground. To-night the Huns were bombing. The sky toward Poperinghe was full of sharp little flashes as the Ally archies burst, and north of Ypres searchlights and tracer machine gun bullets filled the air, looking for the Hun plane. Just after I went to bed, some bombs exploded quite near. I learned in the morning that a Hun dropped some on Locre, about a quarter of a mile from here. The archies and machine guns in this neighborhood were loud and in-cessant for a while. Down in the 25th section last night, a Hun plane with engine off, planed down the road, pumping with a machine gun.

Friday Sept. 28. Lunched with Gen. Webb-Bowen back at his hdqts to-day. He is located in a beautiful chateau not far from 2nd Army Hdqts. and commands the air service of the 2nd Army--very cordial and not at all formal. A flight of 4 tri-places was starting for the lines as we came back. Two hours later I saw them from Montrouge on their way back--two of them stunting hard. Lt. Eglinton, just apptd. recording officer of one of the 5 Wing Cos. came thru to-day, just joining. He has just been relieved as an airplane observer. [He] Was up over Lille recently with a fighter when a Hun plane came at them from above. The pilot made the mistake of heading up to fire

*All of these are British Armies.

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at him and was himself shot thru the artery in his leg and thru the wrist. He phoned to the observer that he was all right, but a couple of minutes later the latter found the pilot was unconscious and the machine starting to dive. He climbed out on the left of the pilot and got the stick and succeeded in bringing the machine to the ground from 12000 feet, smashing it up, but getting out alive. The pilot was dead. Lt. Col. Murphy, comdg the airplane wing of 2d Army, dined with us to-night--a real Irishman and very droll. We heard a Hun plane over us during dinner, then heard his machine gun popping and a bomb in the vicinity. Meanwhile the searchlights all round us began looking for him, the archies burst above us and the lines of tracer bullets began to shoot up. He remained within hearing for a long time, seemed to come back over us at one time, but the searchlights and guns were unable to find him.

Saturday, Sept. 29. Visited an aerodrome at Bailleul where there are two corps reconnaissance squadrons and an Army combat squadron of airplanes. RE 8* with a Vickers m. gun for the pilot and a Lewis [machine gun] for the observer was their type machine--equipped with radio sending and hole under observer for aiming camera; bomb holder underneath not often used. 12 cyl. aircooled British gov't engine, 135 hp. Capt. Shoemaker [Shumaker], the radio man, is an American--been in Philippine Constabulary, wants to transfer to our service. Their photography is very interesting. A box with sixteen plates is attached to the camera. An electrical connection exposes the plate, another drops it into an empty box at the side and puts in a new plate.

Sunday Sept. 30. Just as I was leaving Montrouge yesterday afternoon, I looked back at 12 British balloons in the air. I reached Arques at 7 P.M., met by Capt. Worthington in command of Balloon Repair Section (part of 1st Air Depot under Lt. Col. Collier). We had two or three Hun alarms during the evening, but saw none. This morning I saw part of the plant, then went with Maj. Neame (who came down from Hdqts. at Candas) over to the Balloon Stores Section to discuss telephones. In the afternoon, I went over equipment and organization with Worthington. In the evening, we all went into the town of St. Omer for dinner at the Bertin restaurant. It was a lively scene--packed with British officers, all hilarious--you would never know there is a war in the country. The gayety came to a sudden and decisive end, however, when the Hun alarm sounded and a large bomb exploded in the neighborhood, shaking the whole building. Suddenly there was a rushing sound--Worthington yelled "Drop down," which I promptly did. There was a roar and crash--a 100 kilo bomb dropped by one of the Hun planes had exploded somewhere near us. It is more interesting really than being torpedoed--there is much more noise. We found the tender, took off the governor and burned the road for Arques. The machine gun opposite the officers' quarters was popping as we came up. They had fired at a Hun that one of the searchlights picked up. Then for an hour we stayed by the gun, listening to the Hun planes above us and dodging the fragments of archie

*R. E. was the British designation for Reconnaissance Experimental.

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shells bursting round us.* The Hun planes (there were 5 or 6 of them) came and went, sometimes over us, sometimes over St. Omer, sometimes a long way off, but the burst of the archie shells and the beams of the searchlights, together with the noise of the Hun engines, told pretty well where they were, although we saw none. Seven bombs were dropped that night on the town, one of them on Hospital No. 4, killing three wounded patients and the sergeant-major. Another killed some men at the R.R. station. A full moon and beautiful clear night made it easy for the Huns. This is the 11th anniversary of the balloon race†--also a full moon night.

Monday Oct 1st. Was going over the gas plant when word came that I was to be at the "Chateau,"†† at 11:15 A.M. Bid a hasty adieu to the Repair Section (also Worthington's brother, a sergeant in the French Air Service, pilot on artillery machine near the coast, who dropped in for the night--he is from Chicago!). By auto to Hesdin where I lunched with Major Neame and other officers of Gen. Trenchard's staff at the little chateau on [the] farm where they live. Motored to the 2d Aircraft Depot [British] at Candas where they have a well fitted repair shop for all motor-vehicles--also stores for the 3d Army Air Service [British]. Went over the new Caquot winch with them. To Amiens which I found full of officers and men, British & French, going & coming from leave, a few of our engineer troops among them. Caught a 6:30 train for Paris, was one of 10 in a 7-person first class compartment. Paris 8:30 P.M.; found Frank [Parker], Katherine [Parker] and the babes** at Hotel Roosevelt, also Conrad Babcock. Frank left in his car for Compiegne--we talked a long time, then I read my mail till after midnight--and to bed in a good bed for a very comfortable night's sleep--first for several nights.

Tuesday, Oct 2. Called with Katherine on Major & Mrs. Mahan [American] (Attache) then to Aviation Headquarters [45 Ave. Montaigne]--met Col. Bolling who explained about my order, that they did not want me to cover the same ground that had already been covered here. Found Robertson, Carroll, Warwick Green [Greene], Pulsifer. East in charge of lighter-than-air service here. Bolling said they had already purchased French equipment for

*Lahm probably meant "falling around us," although on occasion a shell would fail to explode in the air, then explode when it struck the ground.

†The reference is to the first Gordon Bennett International Balloon Race which was won by Lahm and Maj. H. B. Hersey, Paris to Fyling Dales, England, 30 Sept. 1906.

††Headquarters of Gen. Webb-Bowen.

**Frank Parker, at this time a Colonel of Infantry, US Army, was Lahm's brother-in-law; Katherine Lahm Parker (Lahm's sister) was Frank Parker's wife; the "babes" were their two girls Katherine and Ann. In World War I a number of US officers of high rank had their families in Europe.

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8 [balloon] companies. Called Chaumont* on the phone and [Marlborough] Churchill said to report down there. Ran into Augustus Post and Mr. Veit of the Aero Club Mission. They want to visit the Lafayette Squadron, establish resting place for convalescent aviators etc. Dropped in at Aero Club and had a talk with Besançon.

Wednesday Oct 3. Eight o'clock train for Chaumont. East, Graves (Eng.) on same train. Found Gen. Kenly, Churchill, Mitchell, Page, Harmon, also Birdseye Lewis. Reported and Gen. Kenly said go ahead with my trip./ Aviators are living in a beautiful chateau, Chalandres [Chamarandes]--, down in the valley right on the banks of the Marne, some two miles from the center of town. It was built by Louis XV, no one knows just when, for a Mlle. _____.// There are some weird and wonderful paintings on the walls. Slept in canopied French bed, belongs to Hoffman, an aviator who is temporarily away. Went to a dance to-night given by the American nurses of the Roosevelt Unit at the Base Hospital here. Cols Ireland, Bradley. Lunched with McCoy. He had Col. Alvord, Logan, Col Chambrun, Mme. Johnson, a Y.M.C.A. singer.

Thursday Oct 4. Dictated my report on the British [balloon] service. Dined with Bill Read at the "Intelligence"** Mess--Nolan, Conger, Moreno et al.#

Monday Oct 8. Moved up to Col. Rogers' Q.M. Mess Friday--Majors Castleman and Chambers, Lt. Echols. Dined at Operations Section Mess Sunday night with Col. Walker, Heintzelman, Exton, Barber, Drum## (just back from

*Location of General Headquarters, American Expeditionary Force (GHQ AEF) under Gen. Pershing. Much of the Air Service activity also was at the Chaumont headquarters at this time, in particular the office of the Chief of Air Service (Gen. W.L. Kenly) and the office of the Air Commander, Zone of Advance (Col. William "Billy" Mitchell). The Air Service Headquarters, Zone of Interior, in Paris was concerned with Supply, Production, Engineering, Liaison, and Armament; it was under Col. Bolling. Chaumont is about 150 miles east by southeast of Paris (See maps 1, 2, and 4).

/Lahm was to visit French balloon units, then visit the French Sixth Army near Soissons to study French balloon activities.

//Marie Leszczynski, daughter of the last king of Poland, whom Louis XV married in 1725.

**General Staff, GHQ AEF had 5 sections. First Section (G-1) handled personnel, administration, organization, tonnage, etc.; Second Section (G-2) handled intelligence; Third Section (G-3) was responsible for operations, including war plans and war maps room; Fourth Section (G-4) or Coordinating Section, took care of supply, construction, and transportation; Fifth Section (G-5) supervised training, instruction, and schools.

#Members of Pershing's staff at GHQ AEF.

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last British drive). Spent all day Saturday questioning Capt. Yon the balloon expert at hdqts. Yesterday, Sunday, rec'd my program or itinerary from French gov't. Frank Parker came in from Compiegne yesterday. This [GHQ AEF and Hq. Air Service, AEF] is surely a busy place--everyone has been working Sundays, until Gen. Pershing issued an order that only one officer of each office would be on duty on Sundays. Frank and I lunched at [F.R.] McCoy's--Col. Chambrun, another French colonel, Logan, Gen. [John] Biddle, Capt Boal (Pennsylvania)--just landed. Left for Paris 3 P.M., No room at Roosevelt so went to Mercedes Hotel.

Tuesday Oct 9. Spent the day at Chalais-Meudon* inspecting plant, etc. Lt. Col. Richard in command, Capt. Caquot who made the balloon and winch, Capt. Le Tourneur, dirigible designer, in charge of balloon department. With Col. Richard and Capt. Caquot to visit St. Ouen and Asnieres gas plant in the afternoon. East & Mr. Foster, an artist and camouflage man with me.

Wednesday Oct 10. Spent day at Chalais-Meudon with East. They have some interesting souvenirs in the balloon house--the nacelle of "La France," pieces of the envelopes of the "Lebaudy," "Republique" etc.

Thursday Oct 11. To see Remington manager--also to Underwood Co., about stenographers for A.E.F. To apartment to see Emma and concierges.† East & I spent afternoon at St. Cyr†† --Maj. Gaucha in command. Col. Richard came over from Chalais-Meudon to see parachute experiments. Col Voyer and Col. Godard, both balloon acquaintances were there.

Friday Oct 12. Visited St. Cyr again in the morning to see telephone and winch instruction--gas plant etc. Then to the 2nd Reserve Depot de Ravitaillement [supply depot]--Major Bois in command--the depot and distributing point for balloon material. To Paris by noon--in the office in the afternoon. Dined with Chapman & Helen Nicholson Bream at the Cafe de Paris--then took them to the Olympia. Helen is driving a motor for the Y.M.C.A. which operates a canteen for the Marines near Neufchateau.

Saturday Oct 13. and Sunday--in the office, getting in touch with things. Augustus Post came in Sunday A.M. to see about visiting Chalais-Meudon.

Monday, Oct. 15. East and myself left at 8 A.M. in auto, arrived Compiegne** at 10, rec'd by Capt. Poupart in Frank's office in the chateau (Hdqts of French Armies). Met the head of all the [French] Air Service,

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*Site of French balloon school (see Map 7).

†The apartment, which was at 13 Rue St. Florentin, belonged to Lahm's father. Emma, a Frenchwoman, served as housekeeper.

††Famous French cadet school for Infantry and Cavalry officers, located a few miles southwest of Paris.

**See maps 2, 6.

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Col. Duval, also the foreign officers in mission, Italian, Belgian, Jap., Roumanian. This Chateau was built in the 18th Century by [one of the] Louis. Napoleon I used it, and cut a beautiful allee [walk] toward the east for his second wife to resemble a similar place in the chateau in Austria where she had lived. Napoleon III occupied it and put a large N on the facade. A boche plane came over about 7000 feet up and was shelled while we were in the parc [park]. Capt. Miron brought us over to Vauxbuin* near Soissons to Hdqtr 6th Army Air Service [French]. Major Gérard in charge of all [6th Army] air service. Met my first Saumur/ class mate [1906-07] Capt, Montcabrier here in the aviation office. To one of the balloon cos. at Crouy. Then in to our lodgings at "Hotel du Soleil d'Or" where we are very comfortably situated. The steam heat, electric light and bells have not been put into commission as yet since the proprietaire's return but we had plenty of bedding and slept warm. The window glass has all been broken, by shell fire no doubt, so cloth has been put in its place. The people were driven out of town way back at the beginning of the war. Last January the hotel keepers came back to within 9 kilometers// and in June after the drive when the lines were moved away from the edge of town, they returned. Parts of Soissons are badly damaged by shell fire.

Tuesday Oct 16. Spent the morning at Vauxbuin going over organization etc--after dinner we visited the Air Hdqts of the 11th Army Corps [French]. Their reconnaissance squadrons are there. Then to three [French] balloons, 45, 88 and 23, all of which were in the air. We came back into Soissons about dark--one balloon was still in the air when we lost sight of it.

Wednesday Oct. 17. Spent the morning at Vauxbuin. Went out on a hill back of the town to see an attack pulled off at 11:30 on the Boche balloons. At that time, each Boche balloon was attacked by two airplanes, while others (chasers), flew above them to cover their attack. We saw two out of about 8 Boche balloons fall in flames, leaving a large black cloud of smoke behind. After lunch we visited the balloons at the right end of the line. There were about 26 in sight in 3 armies. While we were on our way, a Boche shell brought down the third from the right end of the line. They were shelling Capt. _____'s when we arrived. He had it brought down and I went up to 1000 meters to see a shoot. A 120 cm. battery fired a dozen shots on a road junction just beyond. I could spot all but three of the shots with an 8-power glass. We saw a concentrated fire on a village back of the German lines. The Boches were doing little firing, tho they did put three six-inch shells at the balloon, none of which missed us by very much and one of which burst about 200 ft. directly under us. The next balloon had 3 fired at it, all of which shook us up a little too. The lines of the front trenches were quite plain on the plateau along which runs the Chemin des Dames. Laon and Rheims [Reims] were plainly visible.

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*See map 6.

/Site of famous French cavalry school.

//A kilometer is .62 of a U.S. mile, or, roughly, 5/8 of a mile.

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Stopped to see a couple of balloon beds on the way back. A new balloon was already nearly inflated in the company that had its balloon shot down this afternoon. Stopped in Braine to see the tube and gasoline dump.

Thursday, Oct 18. Started the day with a letter to Gertrude [Lahm]. To the 2d Park Aeronautique ten miles south of Soissons with Major Gerard. This is the supply station and repair shop for all aeronautical material of the 6th Army [French]. Returned to the LaFayette Esquadrille [sic]* for luncheon with Thaw, Lufbery, Rockwell, Lovell, Peterson, Dudley Hill.† They took us out to see the lions which are very cute--one is the size of a good sized St. Bernard, only much heavier. This is Whiskey--Soda is much smaller. After lunch we looked at their 200 h.p.†† Hispano-Suiza, single seater Spads. East went up in a two seater Spad from the adjoining French squadron. They flew over the lines at an altitude of 12000 feet, dove at a Boche and fired at him but he got away. Returning to the field, the pilot looped, and did a few other stunts before landing. Later in the afternoon, another pilot of the same squadron took me up for ten minutes looping, renversement [a half roll, followed by a half loop], turnovers, etc. I was strapped in but did not need to be, as centrifugal force would have held me in. It seemed very easy and simple. He cut the engine on the loop after we were entirely over and headed practically straight down. The Boches shelled the town again this morning--wounded a "planton" [orderly] in the street and demolished a house.

Friday, Oct. 19. Capt. _____ took us to see an advanced telephone central, located 10 meters underground north of Pommiers. We first entered a trench, then down a stairway into the ground, along dark passageways until we reached the central where two switch board operators were operating a system of 150 lines, connecting up with various other centrals, aero, artillery and even directly to a balloon in one case. We followed another passage on the way out leading by numerous small rooms, each with a table, two chairs and a phone. This is where a division commander & his staff will be located during the attack. On our return we stopped at Belleu to see a main exchange, larger than the forward one, with four regular switchboard operators on duty. Learned that Exton, Heintzelman & Birnie are in town. Met Gordon Robinson on the street--he is in command of 200 American camion [truck] drivers on duty with the French here. To Paris via Soissons. Frank [Parker], Gen. Atterbury--a railroad authority--at dinner.

*Originally the Escadrille Americaine; a pursuit squadron of the French air arm made up of American volunteers. On 18 Feb 1918 the unit was transferred to the U.S. Air Service, becoming the 103d Aero Squadron. Most of the unit's personnel transferred with it. The story of the original Escadrille has been told by James Norman Hall and Charles Nordhoff in The Lafayette Flying Corps (Boston, 1920), which also contains biographical sketches and data on the unit's combat flyers. (See also James Norman Hall, High Adventure (Boston, 1918)).

†All members of the Lafayette Escadrille.

††Evidence indicates that the motors were 180 h.p.

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Saturday Oct 20.* Started organizing Balloon Dept in Hdqts., L of C. [Line of Communication] getting in touch with what East had already done.

Sunday Oct 21. Went to the 60th anniversary of the Rue de Berri Church.† Dr. Goodrich spoke, also a Prof. Baldwin who took the place of Amb [Ambassador] Sharp who sent a letter. Ten years ago, I attended the 50th anniversary, with Dr. Goodrich as pastor and Dr. Thurber over from the U.S. to assist. Lunched at Hotel Campbell with Dr. Guthrie, a clergyman from Boston who has been working with the American Field Service while on a six months leave from his church. At office all P.M. John Black, Dr. Guthrie, in to dinner. Gene Reed and wife arrived late--had been out to LaFayette Squadron.

Monday Oct 22. Left at 4:30 P.M. for Compiegne--ran into heavy fog outside Paris and after stumbling along with poor lights finally joined in behind two cars carrying Gen. Pershing and staff. Reached Compiegne 7:30--on to Soissons--arriving midnight, managed after pounding on the door for a while, to rouse the landlady. She gave me a room on the street with no window panes--glass had been blown out of entire building by a shell. The hotel looked pretty well shot up.

Tuesday, Oct. 23. Out to Vauxbuin where Maj. Gérard and Montcabrier were at breakfast. Reports by phone started coming at 6:15 A.M. from the big attack†† that had started at 5:15 A.M. I stayed at [French] Air Hdqts all morning, except for a short run out to a [French] Corps Hdqts to see telephone service in operation. Reports came in continuously by radio from the airplanes and by phone from land observing stations. I was to have been taken up in an airplane from St. Armand to see the attack, but the morning was hazy with low-lying clouds which forced the airplanes to fly at 50 or 100 meters to see, and they would not send me up under the circumstances. Between nine and ten the rain started and the airplanes had to give it up. One balloon had gone up at 3 A.M. and reported hostile flashes, but had to come down at daylight when the clouds and mist made the visibility nul [sic]. As the airplane reports came in by radio they were decoded by the officers at headquarters, the results noted on the battle map laid out on the table. Then Major Gerard phoned the dope to the Chief of Staff 6 Army Hdqts [French]. Reports would come in saying "Friendly troops at G10 Y 54," or "Six tanks at such and such a place," or "Battalion Headquarters at . . . ." Each Division had its own airplane with which it kept up communication. Col. Duval from Air Hdqts, G.H.Q. came over for lunch and to see how everything was going. I saw two groups of Boche prisoners come in--one had several wounded men--they all looked pretty much the worse for wear--dirty, muddy, tramping along in the rain. There were more young boys of 19 or 20

*On this date Lahm was placed in charge of U.S. balloon activities at Paris and at Chaumont (GHQAEF).

†Lahm's father maintained a pew in this (American) church.

††This was a local attack.

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than among the prisoners taken by the British. I stopped at Mlle. St. Paul's hospital before leaving. She came out of the operating room in her uniform--the hospital was filled up with wounded. Back to Compiegne to see Frank for a minute, then on to Paris. The attack was a great success--7500 prisoners, 25 guns, and an advance of about 3 kilometers.

Wednesday, Oct 24. In the office, starting its organization, up to 11. Then took noon train to Chalons--met by Capt. Mondin from Vadenay.* He took me to Hdqts 4th Army [French] where I met Cdt Boret and Capt. Néant, the latter Air Comdr 4th Army. Maj. Sacconay [Saconney] is away from Vadenay until to-morrow. Walked around Chalons with Boret & Mondin. The city looks very peaceful, but the guns at the front, 20 kilometers away can be plainly heard. Am pretty comfortably installed in the hotel, but the steam heat is not yet turned on and the only fire is in a small stove in the office. Met Maj. Gen. H. Jardine Hallowes, Britisher, representing Red Cross. He is 78 years old, has 63 years service, including India, Canada, Jamaica.

Thursday, Oct. 25. Machine came at 8 A.M. and took me to Vadenay, about 25 kilometers. Spent morning going over the course of [balloon] instruction. Comdts. Delassus, Sacconay [Saconney], Capt. Yon came in the afternoon and we had a conference on establishing our own [balloon] school at Vadenay.† At Hotel, I met Gen. Strong with his C. of Staff _____. On an inspection trip and going back to the States to his division which is organizing at Linda Vista near San Diego.

Saturday Oct. 27. At [Vadenay] School yesterday and today going over course and looking into site and installation of our own School. When I went out this morning, there were a dozen balloons in the air to the north, some of them Boche, some French. The line is only a dozen kilometers north of the School. Came in at 2 P.M., stopped to say Au Revoir to Capt. Néant. My driver friend who had a restaurant in London for 10 years before the war, took me to the 2:44 train. Arrived Chaumont 8:30 P.M., tramped up to the Hotel de France with my suitcase in the rain. They put me into a miserable little cubby hole, but later discovered that they had a good room reserved for me.

Sunday, Oct. 28. At office all day. Lovell of the LaFayette Squadron is now here attached to the French mission while waiting transfer of squadron to U.S. [Air] Service. Went over whole balloon situation with Yon in the morning. Dined with Gen. Rogers at Q.M. Mess.

Monday Oct 29. Busy at Hdqts all day. Discovered telegram Oct 5 from Col. Bolling to Wash. asking to have 8 [balloon] cos. sent at once. They

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*See Map 5.

†Establishing this school was one of Lahm's major recommendations (see entry, 24 Nov). Actually the school was at Cuperly, a couple of miles from Vadenay.

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may be here now! Train for Paris with Milling & East (Col. Wallace on train).

Tuesday, Oct. 30. Long talk with Col. Bolling on organization of office. There is a Balloon Dept! tho' they had an idea it could be run under the various depts already in existence. Got a recruit for the balloon service in France--transferred from the Estimates Dept., so including the French stenographer, there are now three persons in France to represent the lighter-than-air service, with perhaps 64 officers and 1600 men on their way from the U.S. and no one to look out for them except the newly organizing division.

Wed. Thurs. Oct 31, Nov 1. Organizing Dept. Gen. Pershing with Gen. Harbord, Kenly--also Mitchell, Churchill etc. Gen. P. inspecting the building. Cols. Fiebeger and Stuart in town.

Fri. Nov. 2. Mr. & Mrs. Chew at lunch--both have been driving ambulances--he takes exam for commission. Mr. Wayne Parker of New Jersey (brother of Gen. Parker), Mr. Dill of Washington State, on Congressional Committee, here investigating the war. Bowditch was at [45] Ave. Montaigne to-day--he is a major in the 301st Inf., the first reg't of the National Army.

Sunday Nov 4. Launched with the Janets. He is the same Janets, "critique comme toujours" [critical as always]. Took Huntington Harter to hear "Mignon" at the Opera-Comique.

Monday [5 Nov.] busy, very busy at office.

Tuesday Nov 6. Huntington and Mrs. Theodore Roosevelt, Jr. at luncheon. She is a very active Y.M.C.A. worker.

Wednesday Nov 7. Col. Walker, in to lunch to-day; also Frank who arrived at 2 A.M. after a 3-hour auto run from Amiens, where he left his party of Congressmen. Confab this A.M. with Dodd on Vadenay plans and supply.

Friday Nov 9. Chapman lunched with me to-day. He is disbursing officer, but has hopes of being relieved and going to active duty flying again. Accumulated two more ambulance men to-day, De Bow and Eaton, to work on the supply end of the [Balloon] Service. Latter is a Harvard man 38 years old. With Mr. Lamb, 18 yrs. old, this makes 3 on this work.

Monday Nov. 12. Three additions to supply service, now raises that to six. Lt. Berard back to-day, but does not come for duty until properly assigned by French Gov't.

Thursday Nov 15. Foulois & Rusty Burtt came in today, landed yesterday. Said Chandler & Jouett came on boat with them. To Chalais-Meudon this afternoon to see about materiel. Lt. _____ showed me a German kite balloon and equipment recently landed in French lines--also one of the

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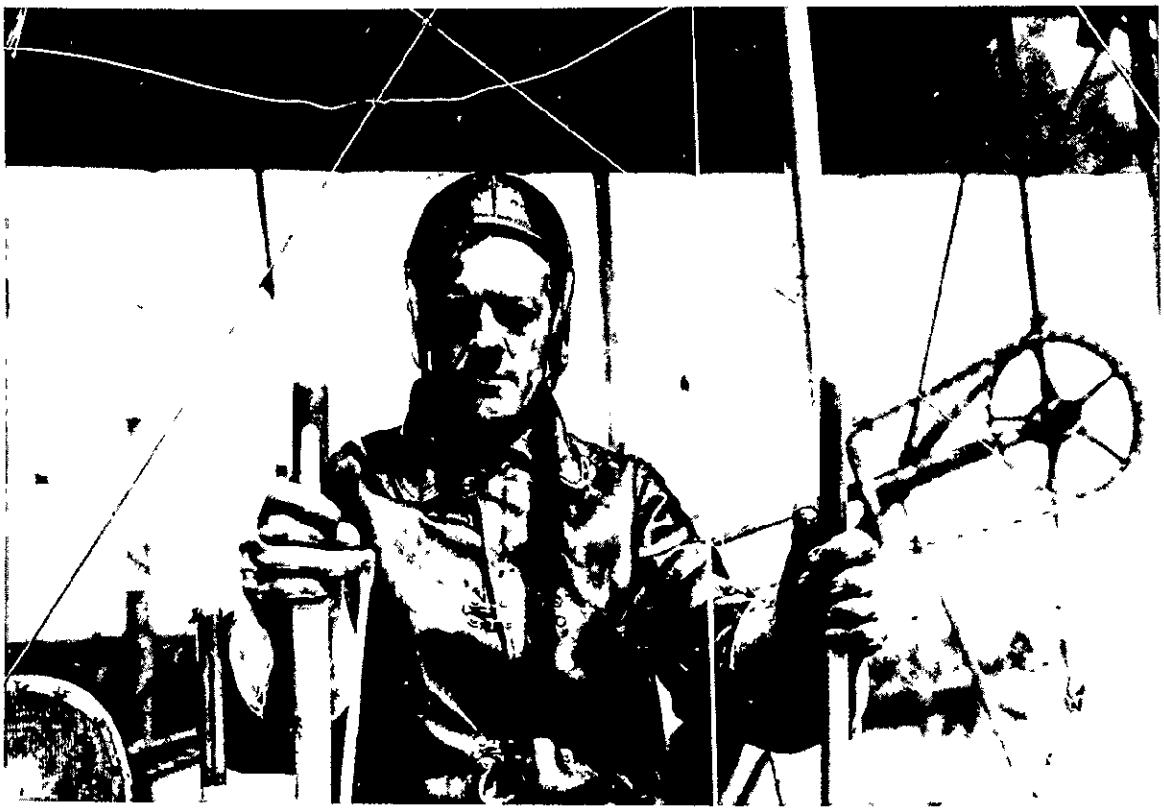
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Lt. Benjamin Foulois and Orville Wright

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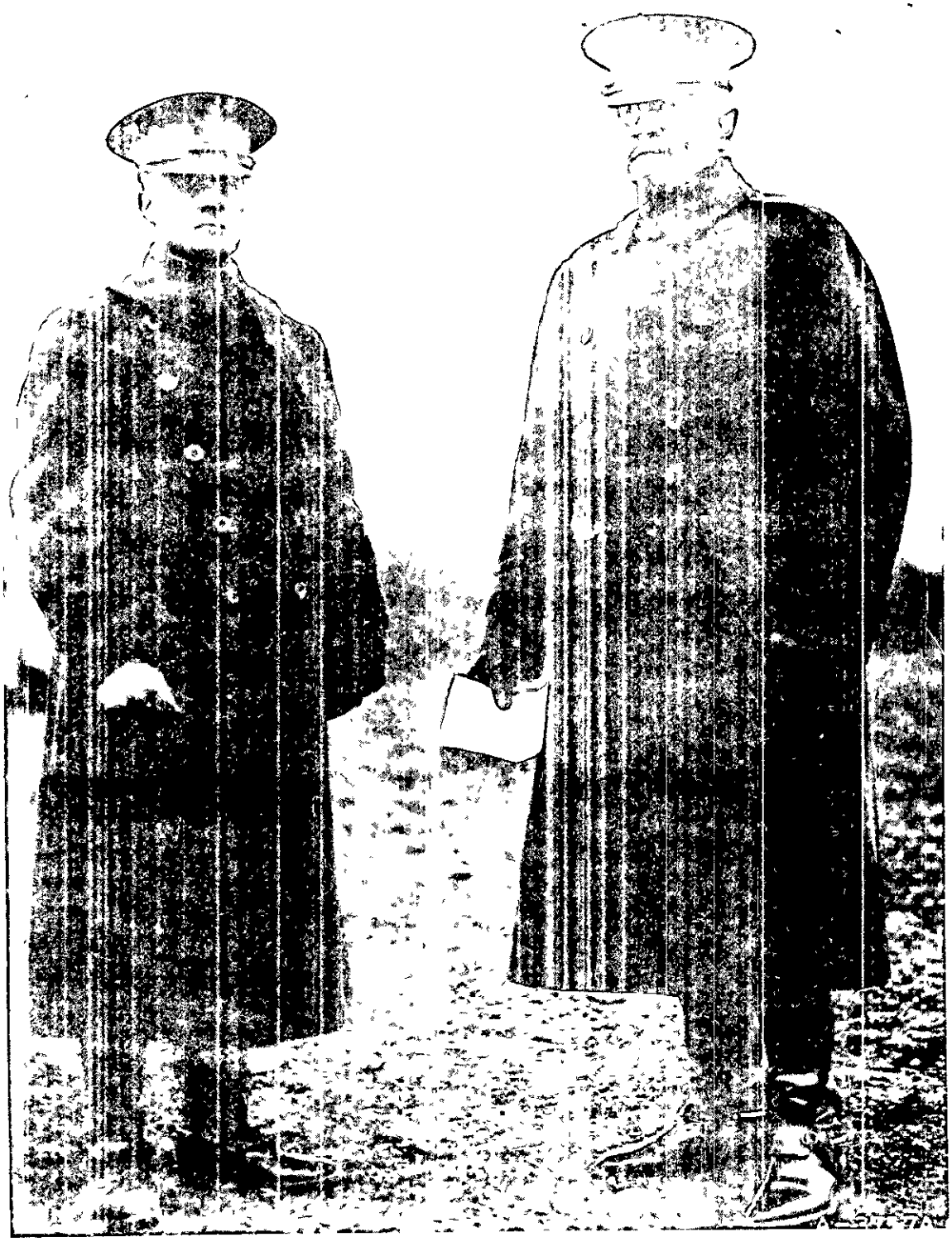
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Lt. Benjamin Foulois, ca. 1912

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Foulois (left), Pershing, France 1918

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L to R: Unk., A.B. Thaw, Jr, Ralph Royce, Benjamin Foulois

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cotton goldbeaters skin balloon envelopes out of one of the recently captured Zeppelins. To Aero Club dinner. Sat between Major Forrest from Chalais and Capt. Personne of a Bombardment squadron. Mr. Henri Deutsch de la Meurthe presided--about 200 guests. Col Duval from Compiegne, Lt. Col. Richard from Chalais, Mélandri without a beard--I would not have known him, Sidney Veit and Mr. Ware of the Aero Club committee, Mallett, Blanchet, Leblanc, Lt. Hamilton an American in the French air service, Kapferer. Aero Club medals were presented after dinner, with an appropriate speech by Mr. Deutsch. Capt. Personne was the first called up. Moving pictures of war air scenes to end up with. One very good one was taken from the car of a Caquot, in the air, and shows a man observing in the second car.

Sat. Nov 17. A middle aged man to-day* but I must admit I don't feel it--perhaps not as much as I should. To Chaumont. Saw Gen. Kenly in the afternoon-he showed me a proposed cable he had turned in to H.[q] A.E.F. just a month ago, recommending very strongly that I be kept over here./ It was returned to him yesterday "Unsent." I don't know why, nor does he. Dined at Hotel de France with Bill Read, two newspaper men, Johnson of the New York Sun and Pattullo, the Saturday Evening Post man--also Woody [R.E. Wood], whom I found in the hotel and who is now transportation man in the Coordination Section of Hdqts.

Sunday Nov 18. Left at 7:50 in motor for Toul, going thru Neufchateau with its American division, Colombey where they are just starting an airplane center.// Capt. Repoux, aerostier adjoint [balloon observation officer] of the 8th Army, met me at the hdqts of the Comdt-de Place. We went thru the Aerostation center [at Toul]. This is a great find--a large hangar, quarters for C.O., machine shops, storehouses, a gas plant, etc. We are in luck. The only thing to provide is quarters. Temporary provision can be made for 1,600 men, but the casemates of an old fort on the edge of town look pretty bad. There is room for 200 men, but Maroquins [Moroccan troops] have been quartered there and it does not look good to me. Toul is a good looking town and filled up with soldiers. The regimental band was playing in the plaza--it was a gay looking scene. The cathedral looked interesting from a distance--I hope to visit it sometime. Toul is surrounded by a wall and a moat--it is one of the 4 "Places fortes" [fortresses] on the eastern frontier. Gen. Rogers in Paris.

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*Lahm's 40th birthday.

/Lahm was kept in France as representative of the Balloon Section at GHQ AEF (Chaumont), but Col. Charles DeF. Chandler would succeed him as head of the AEF Balloon Section, Paris. (See below, entry of 22 Nov 1917.)

//See maps 2 and 4. Colombey was a major center of Air Service activity in World War I. Headquarters, 1st Air Depot was there from September 1917 until after the Armistice, and Headquarters, Air Service, Zone of Advance, was there for a time, beginning in August 1918. Colombey also had an airdrome for pursuit units.

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Tuesday Nov 20. Big luncheon at the Chateau. All French air liaison officers present. De la Vaulx, Armengaud, etc. etc.

Thursday Nov 22. Came to Paris last night on phone appeal from Chandler who arrived last Sunday. Met him & Jouett.* Talked situation over with him all day. His information about arrival of [balloon] Cos. no better than mine. Everyone is marking time here waiting for Foulois to settle his new organization with Gen. P. [Pershing].† Capt. Marie came in with his son to call. Took C. to the apartment and properly introduced him to Emma and the concierge. He will move in, in the morning. Sister & I had our birthday presents to-night.

Friday Nov 23. Back to Chaumont. Met Capt. _____, of one of our R.R. engineer reg'ts coming from his reg't near St. Quentin, where he saw something of the British tank & cavalry drive, going to Langres [site of several AEF schools] as an instructor. He is prof. of geology in Yale, when he is at home.

Sat. Nov 24. Conference at Toul declared off--so the French will not be there. They did not receive the written proposition at Compiegne. It takes time to do business in this country. Phil Corbusier was at the hotel last night. Heinie Mitchell; Maguire [McGuire] in the 3rd Cav'y--on remount duty--all dined together. Am spending the day running down Vadenay & Toul propositions, or rather following them up.††

Sunday Nov. 25. Took a long walk with Barber down the hill into the valley and along the picturesque canal, which even this late in the year is pretty. Found a battery of 155 longs [artillery], at the back gates; the sentinel, a very intelligent private knew all about them and was able to give us a very interesting lecture. Sat with Cols. Whitehead, Eskridge, and Van Horn** at dinner. To bed soon after as that is the most comfortable place to read and keep warm.

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*Chandler had been put in charge of the Balloon Section Air Service, located in Paris. Jouett was his Assistant.

†Gen. Foulois had arrived in France with orders which appointed him head of Air Service, AEF. Gen. Pershing had no choice but to relieve Gen. Kenly and put Foulois in charge. (See ** below)

††Lahm had recommended that a balloon school be established at Cuperly, adjacent to Vadenay; this was done. He also recommended that a balloon personnel depot be set up at Toul; this was not approved by GHQ.

**Officers on staff of Gen. Foulois, who became Chief of Air Service AEF, on 27 November, succeeding Gen. Kenly. Billy Mitchell was scheduled to continue as Air Commander, Zone of Advance until an indefinite future date at which time he would become Commander, Air Service, First Army Corps.

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Monday Nov. 26. A light snow is falling this morning and the thermometer in my room is 8°C.--that is about 46°F. Foulois came to-day with Rusty Burtt, his chief-of-staff.

Wednesday Nov 28. With Lt. Flake, in auto to Chalons. Capt. Steever with two assistants arrived from Paris about 12. Went to [the] School and picked up Capt. Mondin--had conference at our site where French have already done some work on roads, water system and lights. Stopped at Vitry-le-Francois, met Maj. Peck, Engrs, on forestry duty looking for lumber. Arrived Chaumont at 11 P.M., very comfortable trip, via St. Dizier. Near Vitry saw many graves.

Thur. Nov 29. Thanksgiving. Had a very enjoyable Turkey dinner with all the proper adjuncts, at the chateau at 1 P.M. Gen. Hunter Liggett, Gen. Foulois, Eskridge, Whitehead, Page, Dodd, Harmon, Gorrell, Boisrouvrain. Page cooked the dinner and it could not have been better. Boisrouvrain played all the latest ragtime after dinner--with proper voice accompaniment from the rest.

Saturday Dec 1st. I was awakened at 2:30 this morning by two men who ran by the hotel, calling "Au Feu," ["fire!"] "Au Feu." Sure enough there it was, apparently just down the street a short distance. Smoke and sparks were coming across the top of the fourth or fifth house from the hotel. Next came some of the neighbors--one old woman, slipping her shawl over her head, was particularly verbose with her "Helas! [Alas!] Mon Dieu! Les Pauvres Enfants!" [the poor children], etc. Then came the drummer, up and down the street beating the alarm--which he kept up for half an hour. Then a Red Cross ambulance, a detachment of our troops, and all the time, the crowd of natives passing--exclaiming, questioning. All the windows in the street had enquirer's heads out. There was probably a fire department, but I did not see or hear it. About four o'clock all had quieted down and everyone was gone. To-day I heard a school near the station, burned. It was as interesting as a bomb raid, almost. Ran across Jim Shannon and Peter Bowditch to-day--both here on the Gen. Staff--or attached to it. Wood & Shannon dined with me this evening. Beverly Browne is in town from Valdahon.*

Sunday Dec 2. Wood, Birnie & myself came to Paris to-night--found an aviation car to take us to our various stopping places. My room at Roosevelt was waiting for me.

Mon. Dec. 3rd. Spent morning at Ave. Montaigne. Chandler just getting over ptomaine. Not feeling very lively; after lunch [I] went to bed.

Tues. Dec 4. Still in bed & feeling punk. Chandler dropped in--said he would send the attending Surgeon. Dr. Musgrave showed up about 3, and

*LeValdahon, site of AEF artillery school and artillery Aerial Observation Training Center.

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after telling me I had a fever, recommended the hospital. So we made up a party of three, including Katherine who was outspoken in her disgust, and came to Dr. Blake's [American Red Cross] hospital, Rue Piccini, where after some half hour's delay, they decided they had a bed for me. Dr. Blake is a New Yorker of some reputation who has had a hospital at Angers; Katherine was under him at the American Ambulance, and now he has this 400 bed hospital. It has a number of French wounded, but is now the receiving hospital for sick American officers & soldiers in Paris. I find I am only one of a large number of grippe patients--it is a popular malady these days.

Wed. Dec. 5. Still feels like devouring fish hooks every time I swallow. No heat to speak of in the hospital, and a period of freezing weather has struck Paris, so I remain obediently and very willingly in bed. Frank dropped in to-day, enthusiastic over the "tanks."* He has been on a visit to them near Cambrai. Says there were 320 combatant, 100 non-combatant, in the battle--30 tons, all. Started from 1000 yards behind the line with artillery and smoke barrages to cover them, infantry waves following comparatively closely behind. They worked in 3's at 300 yards intervals. One tank took the barbed wire, the second the front trench and the third tried to go on and get the communication trenches. They actually got through some 5 miles, that is, passed all the German trenches. The British hoped to break entirely through and catch the Germans in the open. I don't see yet where they fell down.

Thurs. Dec. 6. Katherine comes in to see me every day. Jouett and Berard were in to-day.

Fri. Dec. 7. Mr. G. F. Campbell-Wood came in to-day--He wants to join the air service so I sent him to Chandler. He is a French citizen and doing his service in the ambulance service, near Soissons just now,--his parents were both English--he has lived 15 years in America. Jouett came in this P.M. The head nurse told me some of the interesting history of this place to-day. I am in an annex of the hospital--this part formerly belonged to a noted French doctor who died a couple of years ago. A chapel in the basement had a beautifully arranged trap door in front of the altar. After the final services, the body would be lowered out of sight through the door, presumably to be placed in the hearse, instead it would be removed from the

*Although the British had put a few tanks into action in the Somme sector on 15 September 1916, their employment by the British in the Battle of Cambrai (20 Nov.-7 Dec.) marked the first large-scale use of this new weapon. Their unexpected appearance caught the Germans completely by surprise and might have resulted in a major German catastrophe. Unfortunately, the attack had been planned on far too limited a scale, and the initial success, great as it was, fell short of what was necessary for a complete victory; most of the gains were lost to a strong enemy counterattack.

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coffin, a dummy put in and the real body kept for dissection or other scientific purposes. Have wasted nearly all day to-day, reading "In the Courts of Memory" by L de Hegermann Lindencrone, or Lillie Moulton, the singer, as she was known over 40 years ago.

Sun. Dec 9. I said my Au Revoirs to the hospital & returned to the Roosevelt.

Mon. Dec 10. Conference with Chandler all day on balloon situation. Cable says 4 Cos. with total of 27 off, and 400 men, on way since Dec. 4.

Tues. Dec 11. Christmas shopping with Katherine in the morning.

Wed. Dec. 12.* 8 A.M. train for Chaumont. Quekemeyer on train. His description of the tank battle at Cambrai indicates that it just missed being a great victory. The tanks took their objectives and advanced some 5 miles, but were only lightly supported by infantry, and while he says apparently the cavalry could have gone forward to the support, the order was never given, consequently when the powerful German counterattack was launched, it pushed them back and caused the loss of about 2/3 of what was taken in the original tank advance.

Thur. Dec 13. "Doc" Sturgill blew in to-day, coming to duty in the A.G.O.'s [Adjutant General] office. Col Willcox is staying at the hotel.

Mon. Dec. 17. Notice came round to-day that six of the Air Service, myself one of them were detailed to attend services at 10:30 A.M. at the Church of St. John the Baptist. It was very impressive. Gen. Pershing with his staff, several dept. chiefs, and representatives of all depts., many French officers--De la Vaulx chaperoned the Air Service representatives. This church is a very old one--they say its building extended over 4 centuries. The bishop was present. First came high mass which lasted three quarters of an hour, then the Bishop delivered a half hour sermon on the soldiers who had been killed in the war--both French and allied. The services were in their honor. I have joined the "gas class." At 4:45 daily we report to the gas service to be told of the deadly effect of gas clouds and gas shells, to have gas masks issued and fitted, and to learn how to breathe with a pair of pinchers on your nose and a rubber hose in your mouth.

Wednesday Dec. 19. Took Pulsifer and left for Neufchateau, talked to Col. McIndoe about Vadenay buildings, then on to lunch at Amanty with the

*On this date, Gen. Foulois, who had succeeded Gen. Kenly as Chief of Air Service AEF, put his new organization into effect. Eight new sections, each headed by an Assistant Chief of Air Service were established. Billy Mitchell continued as air commander, Zone of Advance--but only one combat unit, Royce's 1st Aero Squadron, was in the ZA.

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First [Aero] Squadron.* Royce away--saw McNarney. They are flying every day on A.R.'s and working with the 1st Division.† To Gondrecourt--met Col. Lyon, in command of the 1st Corps Schools, Maj. Lister, the Executive Officer, showed me round. Then out to a burned chateau on the other side of town to Hdqts of the Artillery School. Two or three rooms still have roofs, so are occupied by the C.O. (Pelham Glassford) and serve as Hdqts. G not there so we went out to the Art. firing ground where we found him and Cubbison; they are working hard and have a class of 60 student officers.

Fri. Dec 21. To-day was the last session of the "gas class." We all donned our British type masks, put the rubber tubes in our mouths and the clips on our noses. Then started on a hike. It was funny to see the effect on different ones. One man sounded as tho' he were snoring. Maj. Bacon, the ex-ambassador, took his off when we had gone less than a mile. Finally we were marched up a little hill. I got out of breath somewhat, due probably to a combination of the mask and the climb. We changed to the French mask toward the end. It is much pleasanter to wear--tho' somewhat warmer. In summer it must be very hot. Wood left to-day to join Gen. Atterbury in Paris.

Sun. Dec. 23. Left with Dr. Wadhams for Vadenay. Very cold. Trouble with the engine, so it looked as tho' we would have to turn back--finally discovered that it was water in the carburretter [sic]. By draining it three times, we finally reached Chalons at 5 P.M.--got the bridal chamber at the Hotel de la Haute Mère Dieu. Saw the medical authorities of the Army and arranged for the care of our sick at a field hospital just across the road from the [U.S. Balloon] school site at Cuperly.†† We accepted the proposal of the landlady to have a fire in our room and lighted if after dinner. The straw and kindling burned beautifully but the wood was so green that the fire simply gnawed a little dent in the side and made it sizzle. Wadhams had already gone to bed with a good part of his clothes still on--and I had to follow suit.

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*Amanty was the site of the I Corps Observation Training Center. The 1st Aero Squadron was the first Air Service squadron to reach France (13 September 1917) and the only American air combat unit in France in 1917; it was commanded by Maj. Ralph Royce. After training at French schools, the squadron received French planes and underwent further training (as did other U.S. air units which arrived in France during the fall and winter); it made its first combat flight (observation) on 11 April 1918.

†This was the first U.S. Infantry division in France, its headquarters having arrived on 27 June 1917. Its training area was at Gondrecourt. It suffered the second greatest number of casualties among the AEF's 8 Regular Army divisions and 35 National Guard divisions.

††The school was actually established 9 January 1918. On 23 January 1918 the first ascent in France by a U.S. military balloon took place at the school.

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Mon. Dec. 24. After a cold ride, we reached the school site at 8:30 A.M. Passed troops and transport on the road--all looking very cold--horses all covered with frost & ice. Capt. Menard met us, Capt. Mondin was away. The road is completed, the water system about 50% done and the poles for power line in the ground and frame up for transformer station. Just as we were leaving, an American in French uniform came up and asked for a ride to Chalons. It proved to be Marr of the Lafayette Squadron, which was located about 1 1/2 miles away, so we ran over to see them. They are just getting into winter quarters. Lufbery, Soubiran, Peterson and a couple of others were there. In to Chalons, then to Paris--hardly room to stand up in the corridors. Found Katherine, Frank and the children.

Tuesday Christmas. We had a happy hour untying our presents, beginning with the children. A fine big turkey made it seem like Christmas Dinner, and I believe everyone of the party was particularly pleased to be there. Outside of the regular family were Col. Fiebeger, Woody, Hun [Huntington] Harter, John Black, and Emmons who had just been commissioned in the artillery and is a brother of Mary Gans' room mate at Vassar. It was a particularly congenial party and everyone enjoyed Christmas as much as he could so far from home.

Wednesday Dec. 26. At the office with Chandler in the morning, more conference with Chandler in the afternoon-Yon came in. The 40 forerunners of the extra [balloon] officers came in to-day--they look like a good lot on the whole. The French [Balloon] Cos. in which they are to receive their preliminary instruction have already been designated, so they will go to the front as soon as their orders are issued.

Thur. Dec. 27. Met Col. Fiebeger at the 8 o'clock train. A beautiful winter day, the ground perfectly white with snow. I arrived at Chaumont at 12:30. Col. F. on to Langres. Chaumont is several degrees colder than Paris.

Fri. Dec. 28. Col. F. visited his friends at Hdqts, went out to see Col. Stuart in the hospital and I saw him off on the 5:30 train. Word came to-day that the four [balloon] companies have arrived at Havre--only 20 officers and 365 men.*

Sat. Dec. 29. I got up, dressed and ate my breakfast in a temperature of 50°F. But the men in the trenches are the ones to feel it--not those of us living in steam-heated rooms.

Tues. Jan. 1. A Happy New Year, perhaps, tho' I have found no one to-day who could see why. Slept till 8 A.M. to celebrate the occasion,

*These were Balloon Companies A, B, C, and D of the 2nd Balloon Squadron. In June 1918 they became the 1st, 2nd, 3rd, and 4th Balloon Companies. They arrived in France under command of Maj. John Paegelow.

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then went to work as usual, like all the others. Took lunch with Mitchell, Flake and Fumat at Hill 402,* and had a 20 minute fly [flight] with Fumat afterward in a dual control 23 meter, 9 cyl. Rhone-motored Nieuport. I had no difficulty whatever with the stick control--any Dep/ pilot should be able to use it. The Nieuport handled easily, but as the ground was covered with snow, Fumat did not trust me to try a landing--in fact he had a little difficulty himself getting it on the ground. Word from Chandler to-day that Fleischman [Fleischmann] is on the way with another [balloon] squadron.

Thur. Jan. 3. Report about another squadron is incorrect. Fleischman came with the 2nd [Balloon Company B] and is to go back to the States after accumulating information. Had a short spin of 20 minutes with Fumat to-day--a little cold and bumpy.

Fri. Jan. 4. Left at 11 A.M. taking Brashear, construction man, with me. Reached Chalons at 4 P.M., pretty well frozen in spite of my flying suit and sheep skinned [sic] lined boots. Hotel de la Haute Mère Dieu had no heat of any kind, so we found rooms at the Hotel de l'Angleterre which was crowded with officers, but pretty well heated. Looked up Forgeau barracks and saw where "C" Co [Balloon Company] was to be quartered. We finally met the Co. at the station at 8:30 P.M. They had been two days enroute from Havre, and were pretty cold and dirty--several with bad colds approaching grippe. Lt. Clark in command, Lts. Martin, Connell, Lentz & Durkee. The last is the Omaha boy I remember very well. Took the Co. into the American Red Cross-Y.M.C.A.// hut in the station and saw they each got a cup of hot coffee, then while Brashear showed them the way to their barracks, I got the officers located in their billets. To bed at midnight.

Sat. Jan. 5. Took Clark & Brashear and started for Vadenay--but held up by feed pipe freezing up--finally reached there at 11 A.M.--met Capt. Menard and went with him to the 48th French Balloon Co. and met Capt. Jacques Verné--speaks very good English. With his Co. are Lts. _____, all extra officers of our Balloon Service, who have just come. They were most enthusiastic over the Co. Comdr. and thought they were being treated royally. Work on School** had progressed a little since my last visit. Left Brashear in the Co. to take charge of the construction work, took Clark to lunch with me in Chalons, called on Majs. Néant & Bourget but they

*Hill 402, about two miles from Chaumont, was the airdrome for GHQ AEF.

/Short for Deperdussin. See alphabetical list of names for a description of the Dep system.

//The story of the American Red Cross in World War I has been told by Henry P. Davison, Chairman of its War Council, in The American Red Cross in the Great War. The story of the YMCA may be found in Katherine Mayo's book "That Damn Y."

**U.S. Balloon School at Cuperly.

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were out. Left about 2 and reached Mailly* before 4. Found B. J. [John B.] Murphy, Chief of Staff to Gen. Coe. Saw the latter, Col. Chamberlin [Chamberlaine],Col. Hatch, Tex Westervelt, & Rhoades [Rhoads] up from Valdahon. Gen. Headlam, a British General came in--dinner at the Cercle, sat between two French officers, one a banker who thought Germany & France were bound to go to war, and had made his preparations before it came. Slept in a nice warm room with Rhoades in one of the permanent stone buildings that was part of the large establishment here before the War. There are numerous permanent buildings--supplemented with large numbers of temporary buildings. There are some 36 of our heavy batteries here, beside a lot of French heavy artillery.

Sun. Jan 6. Montepreux,/ where Capt. Isaac is located with the 54th Co. [French] in an old chateau--he has six of our extra lieuts. with him--but is having difficulty getting started. Has his balloon bed all cut, but has not inflated his balloon as yet, so is not ready to observe the fire to-day. The large flying camp near the firing ground has about 18 hangars, all nicely bunched for the Boche bombers when they come. A number of machines were in the air observing for the fire of our railroad artillery. Stopped a minute at the 23rd Co. [French], which has its balloon camped along the main Sommesous-Vitry-le-François road. Back to Chaumont. Transport and troops all along the road and "au repos" [at ease] as far south as Joinville. In spite of the cold, they all seemed to be out--some blacks of an Africain [sic] regiment were huddled round a fire they had built beside the road. They must suffer a great deal. Around Vitry-le-F. all the white soldiers had their girls out for a walk.

Sat. Jan. 12. This has been a week of heavy snow, rain, slush, then cold again, more snow and ice--Chandler and Fleischman came in to-day. Now C wants me to go back to Washington to straighten out the tangle in the Balloon Service. I don't enthuse much over having the job of straightening out the muddle that I fear he left, but in some respects would be glad to get back there to straighten out some other matters. Certainly the B.S. [Balloon Service] does need a little reviewing. Chandler went back to Paris after conferences with the Gen. Staff on Organization & Training. The Paris hdqts [of Air Service] are all to go to Tours in a couple of days.//

Monday Jan. 14. Gurney came in yesterday. To-day is a beautiful bright clear day--the first in a long time. The ground is a glare of ice covered with water.

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*See maps 2 and 4. Mailly was the site of a heavy artillery observation training center.

/See map 4.

//Headquarters, Air Service AEF moved on 15 January, as did Office, Chief of Balloon Section, now under Chandler. Also at Tours were Headquarters, Service of Supply, AEF, and an Air Service observation training center.

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Tues. Jan. 15. Lieut. Clark came in a side car to-day from Chalons, looking for muster rolls etc. The 3 barracks & six huts have arrived at Vadenay fortunately. Last night we dropped into the new Inter-Allied Club. It is a nicely lighted and--much more to the point--a well heated club with reading room and three or four card rooms and lounging rooms. This will be a great boon for the American officers. Practically all of them are living in poorly heated billets, and while everyone works all day seven days in the week, there will be times in the evening occasionally, when officers will be glad to go to the "Cercle" instead of going to bed to get warm.

Thursday Jan 17. Left Chaumont, taking Fleischman & Gurney with me--roads wet and muddy so it took a little over four hours to reach Chalons. After lunch we ran out to the School. Building coming along slowly--one barrack up, one nearly so. A little more work had been done on the water system. Took the three--Fleischman, Gurney & Clark over to see Capt. Mondin at the French School. All his staff away on "permission," [leave] between two "stages." He is to have a new class of 35 observers and 31 officers de manoeuvre [tactical officers]. Lt. Martin with us.

Fri. Jan. 18. We called at [French] Air Hdqts this A.M. found Comdt. Boucher & Comdt Néant. Visited the 53rd Co., Capt. André. Four of our extra officers were in this Co. [for training]. Officers and men are all quartered in dug-outs or "abris," about half underground. They were remarkably comfortable. Most of them had built brick fireplaces, and with their wood fires, they looked very cheerful and homelike. From here we went to Suippes, the remains of what was once a pretty little town. No inhabitants now except the troops, and as this is bombarded occasionally, most of them are in bomb proofs. Just outside we found the 56th Co. [French]--nicely installed and everything looked very well, in spite of a rain which has kept up all day. Three [four] very likely looking balloon officers, Patterson, Taylor, Bryan & Lichens [Likens] are with this Co. Major Néant presented the Croix de Guerre, with "palms," and a very patriotic speech to a very young sergeant observer who was attacked in the air by a Boche plane 3 or 4 days ago. The sergeant emptied his carbine at the Boche as the latter came on firing his incendiary bullets. The balloon was set on fire, so the observer dropped his carbine and jumped with his parachute in time to clear the burning balloon as it fell. He had his nerve--no doubt about it. The same day he was up again as soon as a new balloon was inflated. We went out forward a couple of kilometers to see the underground main exchange and ascension point.

Sat. Jan. 19. In Chaumont in 4 hours.

Sun. Jan. 20. Took Dr. Lyster for a 5 mile rapid walk to Hill 402. Found a new squadron of ours there.

Mon. Jan 21. Jim Shannon dined with me at the hotel to-night. A good man, and probably the best fitted in the Army for his job. He is in charge of personnel, recommendations for promotion. No one could be squarer or less biased than he is.

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Tue. Jan 22. Moved into my billet to-day, 47 Ave. Fort Lambert, just a few doors from headquarters. Steam heat and electricity--a very nice room on the first floor, front, with a good big closet, clothes press, good French bed. Mme. is the typical thrifty, well-to-do French type, probably well off and has a house above the average, but appears very bourgeoise, dressed very plainly. Her daughter & a little grandson live with her. The son-in-law is a captain of infantry at the front. A single maid of all work--has a brother who has been a prisoner in Germany since 1914.

Wed. Jan 23. I gave a little farewell dinner at the hotel to-night to [Frank] Page who leaves in a day or two for construction duty. Billy Mitchell, Harmon, Boyrévin, Capt. Hall, Kenney, Page and myself.

Thur. Jan. 24. This has been a perfect day at the end of a series of nearly perfect days. I had a fine ride in a 23 Nieuport with Fumat. We were up for over an hour and went up far enough to see Joinville. This evening I went to dinner at the Chateau. Gens. Kennedy & Kuhn, Cols. [William] Mitchell, Lincoln, Corky Davis, Milling,--also Page, Capt. Hall, Harmon, Capt. Kuhn, Kenney, Maj. Armengaud, Capt. Yon. Lots of hot air and a royal good time.

Fri. Jan. 25. To Paris.

Sat. Jan. 26. Confab with Chandler at Jouett's office. Shopping--found a good sleeping bag and trench coat at Old England. More confab in the afternoon, more shopping.

Sun. Jan 27. Still talking with Chandler, Jouett, & Pleiss. In the evening Féline came in. He is very violent in his denunciation of the man who had him retired some 9 months ago, from the remount service. He practices pistol duelling and fencing every day, and expects to challenge his "friend." The only trouble is, duelling is forbidden during the war. Word came to-day that Cousin Will Upson has arrived on the "Espagne"--as a Red Cross canteen inspector.

Monday Jan 28. Foggy when I started for the train [for Chaumont] but later cleared up and is a beautiful bright, clear & very crisp winter day.

Tue. Jan 29. Ran up to Neufchateau* with Fumat in the 23 meter dual control Nieuport to see Col. McIndoe about additional buildings for Cuperly [Balloon School]. 30 minutes up. We landed on the French airdrome. This is a bombing group--the C.O. was away on a bombing expedition across the line with several of his machines. It took us only 25 minutes to return, about 55 kilometers [about 35 miles] in a perfectly straight line.

Wed. Jan. 30. Ran onto Smith, W.D. and Grunert at the Comsy this morning, both have just joined the Adm. Section, General Staff. I had a very good lesson with Fumat on the 23 Nieuport today.

*Now Hq. Air Service, I Corps ("Billy" Mitchell), in addition to being Hq. AEF, Zone of Advance.

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Thur. Jan. 31. Capt. Wrenn came in to-day--seemed to be a very nice youngster, tho' says he is 28. Has just gone to Mailly to assist Capt. Isaac in the training of six of our extra officers. Jens Bugge has just come over to joint the general staff.

Fri. Feb. 1. Left Chaumont in an open Fiat, but warmly dressed in my flying clothes--stopped at Gen. Liggett's quarters at Neufchateau long enough to say "How" to Heintzelman and Craig & show them my order, then on to Colombey-les-Belles where I lunched with Capt. Huntington and the officers of the 88th [Observation] Squadron.* Colombey field is beginning to take on an air of business--hangars spread round, railroad sidings being put in--Otho Cushing is giving it a good dose of camouflage. On to Toul where I found Capt. Macherat expecting me. Met Comdr. Marmiès who commands the [French] 1st Army Aeronautique--young and very bright. Capt. M. took me to Ménil-la-Tour/--[U.S. 1st] division headquarters. Gen Bullard was out at the front with Gen. March. On to the 91st [French Balloon] Co., then thru Ansauville, Hamonville, Flandres-4-Tours [Mandres-Aux-Quatre-Tours], through a beautiful forest to Raulecourt. We located places for three balloons. The woods were filled with our men and our transport (especially horse). In Toul found a room in the Hotel de Metz annex, a fine large room with steam heat which the landlady offered me as a great favor (the only one left as a matter of fact), and with some doubt as to whether I would accept it at 8 francs.// I jumped at it, but had to put them to stoking up to get any heat out of the radiator. Dined at the Aeronautique Mess with Maj. Marmiès, Capt. Macherat, and others.

Sat. Feb. 2. To Beaumont** where I found Frank [Parker] nicely located at his hdqts., a half dug-out on the side of a high wall which protects him from the Boche shells. Col. Altman [Aultman] (Art), O'Herne of the Ordnance came in. Lunch in the dug-out--afterward we organized a party to visit the 1st line trenches. This meant rubber boots, steel helmet, gas mask and a pointed cane. With a runner to guide us, we entered a communicating trench in the edge of the town and after walking for 45 minutes reached Batt. Hdqts. at Seicheprey. Found Maj. Elliott here in command--the one who went to the P.I with us in 1911. He had had no sleep for 2 days and 2 nights. Another runner then took us on to Co. hdqts. close to the first line. Here we found Capt. Creswell who conducted us thro' his lines. It was decidedly interesting. There is a perfect maze of trenches. In one place a line ran through swampy ground, where trenches could not be dug, so a line of gabions [baskets filled with earth] was set up along the enemy side. Large open spaces between these made it advisable to leave about 10 yards distance between each two as we crossed. All the trenches

*In July the 88th would join the 1st and 12th Observation Squadrons to make up the 1st Observation Group.

/See map 4.

//The franc was worth around 19 cents.

**See map 4.

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have water in them--"duck boards" are continuous and very necessary. Dug-outs are cut in from time to time and furnish the only shelter the men have. Some of the dugouts were full of water and uninhabitable. Pumps were in constant use to keep the water out of trenches and dugouts. Snow and water were making the trench walls give way, so chicken wire was used to hold them. In some places the walls had come so close together that one man could hardly squeeze thro--generally there was just room for two men to pass. On the front line were occasional machine gun positions and observer's posts. The latter were little shelters in the front of the trench, with a steel plate with a small hole to look thru, a blanket was dropped over the entrance to keep the light out. In many places it was necessary to stoop to keep from being seen over the top. Sniping was going on from both sides while we were there. One old sergeant was particularly active. He pointed out a small concrete shelter in No Mans Land which was supposed to be occupied by Boche snipers at night. At another point, a rag on the end of a pole near the Boche first line, indicated a guide used at night by the Boche to locate one of his own sniping posts. Small piles of hand grenade were placed at frequent intervals for use when needed. One of the men in this company had tried to use one in the morning, did not throw it when he should, so had both hands blown off and was otherwise pretty well cut up. It was hard to see where the men or officers got much sleep during the six days they are in the first line. At night they work on repairing the trenches. Twice a day, all have to be on the alert ready to receive Boche attacks. During the rest of the day a large number have to be always on the look out and ready. Meals are all brought up from the rear by carrying parties. Our men are a fine looking outfit, and in excellent state of morale. All seemed very keen and alive. They had not been allowed to fire the first two days they were in, which had been pretty hard on them, and as a result of which the Boche had grown very cocky. However, now they are permitted to fire, and keep the Boche busier and make him more cautious. Creswell showed us his dug out--a little hole in the ground, lighted with a candle--bunks for two to sleep on, a very small sort of a table--a blanket across the opening to keep out gas. He had got hold of a ham which reposed on a shelf and provided a lunch when wanted. Fuses [rockets] were set up with men ready to set them off in case a barrage was needed, barrage to be lengthened, or gas required. One of the men fired a couple of rifle grenades but they exploded in No Mans Land--did not have sufficient range to reach the Boche. We visited only this one company sector--and spent a couple of hours at it. To the right in the next company sector, they said the water was so deep in some places that hip boots would not keep you dry. Back to Beaumont and ran back to [First] Div. Hdqts.--missed General Bullard, but Col. King said they approved of the Balloon program.

Sun. Feb 3. Stopped in Neufchateau for conference with Heintzelman--arrived Chaumont before noon.

Thur. Feb. 7. To Paris for another conference. Foulois, Fowler, Delagrange on the train.

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Fri. Feb. 8. Paris is pretty well stirred up over the recent [air] raid. The top of a house blown off in the Ave. de la Grande Armee, one bomb in the R [Rue] 4 September. A French plane that went up to drive away the Boches, landed in the Place de la Concorde, smashed up--fate of aviators uncertain. 40 Boche planes are supposed to have been over the city. No warning was given until they arrived at 11:30. It then kept up for some two hours, and the French planes apparently did them no damage. The Arc, the statue in the Place Vendome, the horses at the foot of the Champs-Elysees are being protected with covering. Shopped this A.M.; at Ave. Montaigne where I met Fleischman, Gurney & Jouett in the afternoon. Katherine was pouring tea at the Y.M.C.A. in the afternoon so I met her there. In the evening we went to see Gaby de Lys--very good, very prettily staged. Gaby herself is a good dancer, good actor and good looker. She has a very good company to back her up including a sort of vaudeville accompaniment.

Sat. Feb. 9. Conference at Ave. Montaigne in the morning. Chandler, Jouett, Fleischman, Gurney, Capt. Verné. Met Grafton at the Cafe de la Paix. Grafton has added a fierce twisted up moustache and lost the hair from the top of his head--he looks older, but otherwise the same little Grafton. Had a heart to heart talk with Chandler in the afternoon--found what he was disgruntled about and straightened it out. Now I am supposed to handle the operations end of the Balloon game.

Sun. Feb. 10. Chaumont. This afternoon I took Smith, W.D. for a walk out to Hill 402 where I had a lesson from Fumat on the Nieuport 23.

Mon. Feb 11. We had an "alerte" this evening which was interesting but not alarming. The bells all rang, whistles blew and sirens sirenned. Truck loads of Marines went out with machine guns, and everyone watched the sky but no Boches were seen or heard. Probably one crossed the line near Toul and a general warning went out. In three quarters of an hour, a French trumpeter went round in an auto blowing the recall.

Thur. Feb. 14. Smith and I got into a mess to-day, in a very nice house on the B'd Gambetta No. 16. Cols. Brown & Fleming of the Cavalry, Maj. Capp of Gen. Atterbury's staff, Maj. Galloway, Capt. Joralemon (of the Air supply service); Bruce Palmer belongs in it but is sick in hospital. I had an Xray taken of my leg and foot to-day. Visited Col. C. deW. Willcox, Barber & Bruce Palmer in the hospital to-day--mostly the same old thing--sore throat, bronchitis and similar ailments.

Fri. Feb. 15. The X Ray shows nothing remarkable, except another probable break near the heel that had not appeared on the X Rays taken last summer. But the doctors assure me that no operation would help, that the exercises I am taking are just what is needed, and that eventually the foot will return to normal or nearly so. It turned cold to-day after a month of very mild weather.

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Sat. Feb. 16. The much looked for order came out to-day. All the services get out [of Chaumont], mostly to L of C at Tours*--Operations move forward, and this takes me to Colombey-les-Belles.† It is what I asked for, but I admit my steamheated, electric lighted billet looks pretty good this winter weather, compared with what is to be found at Colombey.

Sun. Feb. 17. With Fumat started out in dual control this A.M., but tore off tail skid so had to give it up. This afternoon in a single control two seater we went to Neufchateau in 1/2 hour. I called on Capt. Petit, comdg bombardment squadron where we landed. I had known him in 1907--his brother was an écuyer [riding instructor] at Saumur while I was there--was killed the following year in an obstacle race. Petit is very much interested in his bombing and has been doing some great work apparently. He is getting over a frozen nose, the result of one of his bombardment expeditions. I nearly froze mine on the 25 minute return trip.

Mon. Feb. 18. The Air Service closed up business at Hqts. A.E.F. [Chaumont] today [and moved to Colombey]. I took train for Tours.†† This is a train run largely for the benefit of the U.S. and I had been duly warned against it. So with a heavy dressing gown, sleeping slippers, steamer rug and overcoat thrown over me, was fairly warm during the night. I gave up the "couchette" compartment to some of our women stenographers who were being transferred to Tours. The cars on this train evidently date from before the war (of 1870), so bumped against each rail hard enough to wake you once each half second. During a brief stop in Bourges I found an American Red Cross canteen where they brought out hot coffee for the men, stenographers & myself--this together with the bread and chocolate I had with me, settled the food question satisfactorily. There were signs of great activity at various points along the road. American troops putting in large store depots, railroad tracks, switches etc. We are going into this war on no mean scale. Arrived at Tours only 3 1/4 hours late, which was considered very good. Tours is a large place, much more of a city than Chaumont, but already there are signs of its filling up with Americans.** Had a long confab with Chandler and turned over to him all the many [balloon] matters which I have been handling at Chaumont, except "operations" and "instruction in the Zones of the Advance." Chandler, Bérard and Lt. Sebille at the Hotel de l'Univers--met a great many of our people who are already installed here.

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*To which place Foulois, as Chief of Air Service, now moved.

†On 23 February Lahm would move from Chaumont to Colombey where he would become Balloon Representative for the Air Service at Advance Section, SOS. This assignment gave him supervision over the battle training of balloon companies prior to their assignment to tactical units at the front.

††See map 1.

**At Tours were located Air Service Headquarters (Gen. Foulois) and the Training, Personnel, Balloon, Radio, Photographic, and Cables Sections of Air Service. There also was the air arm's Headquarters, Service of Supply, so located because Headquarters SOS, AEF, was there.

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Poor Chapman is now here in the Training Section, as he says, spending all day passing papers from one basket to another.

Wed. Feb. 20. Chandler came down to the train for a final word before I left for Paris. Talked to Jouett in the afternoon, shopped (bath tub and dress suit case). Poor Emma has the "grippe" and feels pretty badly, but is getting better. She says she is going to give me a needle case for "Mme. votre femme" ["your wife"]. Dr. Wadhams is in. Took Katherine to a Revue at the "Theatre Femina." Very pretty, but Jouett's morals are being corrupted as he recommended it as a perfectly proper show, and it is the most "undressiest" thing I ever saw anywhere, even here. Telegrams from Chandler indicate he still wants me to assume the responsibility for Cuperly [Balloon School]. Mygatt is calling for help and C. passes it on to me.

Thurs. Feb. 21. To Ave. Montaigne to communicate with Chandler relative to Cuperly. Took noon train for Chalons. Lovell on the train. Met by Mygatt. Kellogg, one of the new instructors coming from "B" co. [2d Balloon Sq], sat down at our table on the train. It is a pleasure to see how the School is growing--a lot has been done, tho' much still remains to be done. Thaw was in for dinner, came over from La Noblette. Most of the buildings are here now, tho' due to lack of labor they have not all been put up. Quarters for the 400 permanent enlisted personnel are ready; for 20 permanent officers, storehouse, headqtrs. and one hospital building are all completed. With six instructors on the ground, the [Balloon] School should be ready to operate shortly. Capt. Verne came in this evening to talk things over. He is of great assistance.

Fri. Feb. 22. Took Bryan and Pleiss in the car with me as far as St. Etienne-au-Temple where they were to inspect the French tube dump and parc [park]. Had to stop in Chalons to drain the water out of the carburetter [sic]. Reached Montepreux just at lunch time. Capt. Isaac was away. The six student officers were very glad to see me, especially the four to whom I gave verbal orders to proceed at once to Valdahon for their artillery instruction. They have been here over a month and a half and will be delighted to move. Ran over to Mailly and had a few minutes with Gen. Coe and Murphy--arranged for the installation of one of the companies of our newly arrived squadron. Then with 50 minutes to catch my train in Chalons, started to "burn the wind." A flat tire caused a delay of five minutes and I arrived at the station 3 minutes before train time. It proved to be a half hour late, so I had time to go to the American canteen and lay in a few supplies for the long tiresome trip to Chaumont.

Sat. Feb. 23. Busy all day running down orders, getting my own for Colombey.

Sun. Feb. 24. Started out with Brown in an A.R.,* Renault-motored,

*Avion Renault, a French observation plane. American pilots claimed that A.R. stood for "Antique Rattletrap."

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reconnaissance machine at noon to fly to my new station at Colombey-les-Belles. We had just crossed the woods after leaving Hill 402, when the motor heated up and started to miss badly. We landed in a field half a mile from the Neufchateau Road, and I started to walk back to Chaumont, 8 kilometers. Soon met a motorcycle train, borrowed use of a side car, which took me back to the Hill [402] where I got a car into Chaumont--ran on to Walmsley in the hotel. After lunch started out in the Fiat that had come down from Colombey. Mitchell overtook me in his big Mercedes runabout which brought us up in no time--100 k. [63 miles] an hour on the straight stretches. Had dinner with Van Horn and Monnell [Monell] and slept in a room adjoining Fowler's in another billet. In the morning when I was paying the woman who owns the house, she said "Of course, the money makes no difference," and I suggested that in taking in officers to lodge she was doing her part in winning the war. Her reply was a sad one and brought tears with it. "Sir, I have helped in another way--my husband died in a military hospital three weeks ago." War is real to these people, and we do not always appreciate the sacrifices being made by the ones we come in contact with.

Mond. Feb. 25. Otho Cushing is here, is on camouflage duty. Page is out on the hill in charge of the [1st Air] Depot.* I moved into the billet he vacated in town. My landlord is "M. le Receveur of funds for old age insurance" as his door sign shows. He carefully and minutely explained when he gave me my key, that as he would be in bed when I came in at night, that I should carefully lock then bolt the door--as he carried large funds, as much as 5000 fr. [about $965.00] in the house. I am in a good mess next door to my billet, run by "Louise," who takes excellent care of eight of us in the Operations Dept. Met Hall and Pulsifer in Toul this A.M. and found "B" Co. [Balloon] is not due until to-night. After calling on Maj. Marmiès and Capt. Macherat at Aeronautique, ran out to the 91st Co. [French Balloon] where I met Butler, a very bright looking young artillery man, who has prepared all the documents for "B" Co. to use when it starts work.

Tues. Feb. 26. Installed my office this morning then ran into Toul in the Hudson that has been assigned to me for my use. "B" Co. did not arrive until 4 A.M. so staid [sic] in its cars until morning. It was just starting out with all its transportation and materiel for its position adjoining that of the 91st [French Balloon] Co. Hall & I went over the details of "B" Co. and its operation on the line.† Then out to the Co., which had arrived and was about to settle in its quarters. Lt. McFarland in command, Koenig and Grant with him, also Sedgewick the artillery man, and three of our extra officers under instruction. Capt. Macherat and Capt. Repoux came

*The 1st Air Depot, at Colombey, was a major receiving and distributing point for personnel, materiel, and supplies, and a site for minor repairs to airplanes, engines, etc.

†On 5 March, Co. B (later 2d Balloon Co.) became the first US balloon unit to enter into active operations with US troops. (Earlier--19 February--the 103d Aero Squadron had become the first US air unit of any sort to enter combat.) When Co. B went into the line it was located near Ansauville, north of Toul. (See map 4.)

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along. I hurried back to meet Yon at Colombey.

Thurs. Feb. 28. With Col. Monell left in Hudson (and the rain) for Flavigny* where we stopped to see Comdt Perrin, then on to Lunéville where we lunched with Capt. Porquet and the Aero personnel of the Army Corps. Then visited the 50th Co. where we found Lt. Owen, just about to leave for the 74th Co. to be trained as a balloon officer; then on to 42nd Co. where two of our artillery observers are under instruction; then to the 73rd Co.⁄ where we found two big huskies detailed from artillery--they are so large that they cannot wear the parachute harness and cannot go up until larger equipment is rec'd. The wind and rain to-day preclude all chance of outdoor work, but they showed us their interesting scheme for indoor spotting, by flashing a light through small holes in a panorama of their sector. We saw the operation of the basket parachute on the ground--it was too stormy for an outdoor demonstration. Left Capt. Porquet in Luneville about dark, then had a miserable ride back to Colombey in a wet snow storm.

Fri. Mar 1. Took the Anti-Aircraft Board, Lt. Col. Wright, Chapman & Capt. Pearmain of the Ordnance to Ochey and introduced them to the R.N.A.S. [Royal Naval Air Service] Bombing Squadron Commander--who gave some interesting information on the need of anti-aircraft protection. This place has been bombed and machine gunned five times in the past 4 months. And the Handley-Page bombers! Chapman & I stood and marvelled at these leviathans--one hundred foot span, then thought of the little Wright type "C" we flew at McKinley⁄⁄ in 1913. The "C" type had a 30 h.p. engine,** these have two 350 Rolls Royce engines. The French squadron moved away from Ochey after the last raid, and when the British tried to do likewise, were informed by the French that no other locations are available! So the Britishers will stay and act as reception committee to the Boches on future raids.

Lunéville looked like an American garrison when we went thru it yesterday. Our division and art. brigade, operating in that sector, make it apparent that the U.S. is in the Great War--tho' this is a very quiet sector.

Sat. Mar. 2. Started to visit "B" Co. this afternoon, but a flat tire held me up at Ochey so I called on the R.F.C.# commander. They all talk mostly of the Boche visits they receive occasionally.

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*See map 8.

⁄All of these are French balloon companies.

⁄⁄Fort McKinley, Philippines, where Lahm taught Chapman to fly.

**It appears that the plane had a 50 h.p. engine.

#Royal Flying Corps (British). On 1 April 1918 the Royal Flying Corps and the Royal Naval Air Service were combined to create the Royal Air Force.

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Sun. Mar. 3. Took Lt. Jennings & Mr. Eaton with me and reached "B" Co. [balloon] about 11 A.M. Found Paegelow there. Butler had relieved McFarland in command by Mitchell's order. French Co. to leave to-morrow. Went on and had lunch with Frank at Beaumont. We visited the detachment of 70 men which Capt. Quesenberry, Lts. Gallagher & Daley are to take over to raid the Boches. Frank read them the order of the 32nd Corps [French] Commander praising the work of the battalion a couple of days ago when they killed 2 officers and about 15 men of a Boche raiding party. Clemenceau and several generals were out this morning decorating five of our officers and men for their good work. I Cos. first sergeant was in a dugout and was told by a Boche officer to come out. As he did so, the Boche threw a hand grenade that blew off his helmet--then the first sergeant put two pistol bullets thru the Boche officers chest. All the raiding party for to-night are in fine condition. For ten days they have been practising on a model of the Boche trenches till every man knows just where he is to go and what he has to do. We dropped in to see Lt. Col. Griffith, comdg the 3rd Batt. He was in the Philippine Constabulary, but is not the Col. G. I knew there. A French lieutenant of the Marocain [Moroccan] Division is acting as expert adviser in preparing for the raid. He has already made six himself, one of them about where the 18th party goes over to-night, and is covered with medals, ribbons, palms and stars. At nine P.M. we went down to Lt. Col. Elliott's dugout in Seicheprey, to see that the final preparations were complete. The raiding detachment came thru at 11 P.M. and were given a good hot cup of coffee apiece. They were a fine looking lot--not one but showed he was ready and eager for the zero hour to arrive. Some were smiling and light-hearted, most of them serious but determined,--not one showed a sign of faltering. One came up to Frank and handed him 75 francs to keep for him, as he "did not want the Boche to get rich off of him." His name was McDonald of "H" Co. At 11:30 they left their overcoats in the dugout, and filed off in the black darkness for their positions in the first line trenches. I dropped over to see Pearson Sands in the adjoining shelter. He commands an artillery battalion. At 12:55 A.M., five minutes before the appointed hour, a phone message from Quesenberry said "it will take another hour and a half to complete the arrangements--the tubes are not in place"!! The engineers failed to get the two torpedo tubes out that were to cut the wires and let the two sections of the party thru. It was too late to hold the artillery--and five minutes later the latter cut loose. For 30 minutes it rained shells on the Boche lines--no one will ever know how many it killed. Then for 15 minutes more, it continued a gradually slackening fire. All we could do was to sit round and feel alternately like turning a barrage on our engineers, then kicking ourselves. A phone message from the 16th [Infantry Regiment] said exactly the same thing had happened over there and their party could not go over. The Boche's artillery response was very feeble. At 2 A.M. the show was over. Frank put it about right when he said it was an amateurish attempt at something our people did not know how to do. I left at 3:30 A.M. in a driving snow storm with Woods [Wood] and another correspondent, reaching Colombey at 5 A.M. Monday the 4th.

Mon. Mar. 4. Van Horn and Monell away to-day, so I am holding down the lid. Hayward, balloon supply officer reported to-day, and is attached to the [1st Air] Depot.

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Tues. Mar. 5. Lunched with Milling at the Training Section Mess--after trying to straighten out location of personnel with him, took Dennis Currie and ran over to Bar-sur-Aube to talk over instruction of Art. observers with Churchill. We dined with Bev. Browne et al in their chateau and ran back to Chaumont after dinner.

Wed. Mar. 6. In the Fiat for Le Valdahon.* Thru Langres,/ behind moat and thick walls up on the top of a hill which must give a beautiful view in good weather. Some of our young officers were out for infantry instruction--armed with rifles. Thru Gray and at 11:40 reached Besançon, folded into the hills where the Saone comes thru. We stopped at the Restaurant Verguet (on Churchill's recommendation), in a courtyard in the middle of the town. Drank a bottle of Chateau Chalon which is the noted "vin du pays." On reaching the higher country after leaving Besançon, the sun came out and when we approached Etalans, the [French] 84th Balloon [Company] stood out in front of us. Cit. Montgomery and Payne came by on their way to Bourmont. They were curious to see the balloon, so I took them to the Co., found Lt. Crivelly, the Australian, Lt. Babcock of the 51st Brigade, now an ass't observer instructor. I took Montgomery up for a half-hour to initiate him into the air. It was a beautiful day for it--perfectly clear for miles, with dozens of little villages around us, the Camp du Valdahon not far away, the gun emplacements and targets showing up black in the snow. A trench mortar battery was firing, the smoke of its bursts plainly visible--and large black spots in the snow where the shells were falling. But the climax to the setting, was the line of snow-white Alps way off to the east, with their bases and summits standing out, a line of haze half way up. They had to call us down by telephone or we would have staid up till dark. Lt. _____ showed me his school-rooms, etc., his own home-made hangar for the balloon--met our 2nd brigade observers who are being trained in the Co. Babcock mixed a punch which we drank to him and the Australian [Lt. Crivelly] who had slipped one over on the Co. comdr by each jumping with a parachute, in the morning. I suggested "4 jours de salle de police" ["four days in the guard room"] for Babcock, the Australian is to lose a "permission [leave] à Paris," but we drank their health just the same. Reached the camp [at Valdahon] late--found Gen. Irwin at his quarters--Bowley, Tommy Merrill regt'l comdrs., Hyatt now an artillery captain, John Black who has been an assistant instructor and will probably leave with Bowley's regt., Brewster now a lt. col. I have heard of the Artillery Firing Center here, but the half was never told. Beautiful stone and cement buildings, steam-heated (altogether too much so for me, after living in the chilly houses of Chaumont & Colombey)--good beds, running water, electricity. Over 300 officers in the mess.

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*See maps 1 and 9.

/At Langres were located a number of AEF schools, among them the AEF Staff College School, the Signal Corps Radio School, and the Intelligence Officers School.

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Thur. Mar. 7. Captain Lambert of the French Mission took me over to the flying field, where I met Lt. Quir Montfollet who showed me over the installation. Left Valdahon, stopped in Chaumont to see Milling (Hoffman there)--dinner at Neufchateau at the Allied Officer's Club. Paegelow, Miller, Hall there. Left at 9:15 P.M. and 7 kilometers out was held up by a locked rear wheel, the result of a bad emergency brake. As I had a good driver, at the end of 3 hours he succeeded with some assistance in removing the brake and we limped into Colombey at 1 A.M.

Sun. Mar. 10. [Captain] Huntington, Joralemon & I stopped in Tantonville and talked to Col. Dickie, the British R.E. [Royal Engineers] about the construction of their airdromes. The British put in an elaborate system of underground drains, and are using large numbers of East Indian laborers--it takes a very large number. Outside of T. we visited a British airdrome where we saw photos the squadron took yesterday showing the burst of their bombs in Mainz where 11 of their D.H. 4's went on a raid yesterday. All their machines returned safely and were not bothered once by either Boche planes or antiaircraft guns.. We visited airdromes at Roville and Xaffevillers.* On thru Luneville and up to Nancy. The Boche bombs tore up this place in their raid of a couple of weeks ago. Several houses are completely demolished--one bomb appears to have just about force enough to demolish one house and break the windows of all those in the vicinity. Except for the demolished houses, Nancy presents a gay sight this bright and balmy spring day. The streets are crowded with officers, soldiers and civilians, the latter mostly women necessarily. All the cafes are crowded--we stopped to look at the beautiful Place Stanislaus, the show place of the city. Ran back to Colombey in a little over 3/4 hour. Foulois came in to-day--saw him at Van Horn's this evening. The end of a perfect day (unless the Boche's bomb us to-night).

Tues. Mar. 12. With Capt. Huntington ran over to see Ourches./ Capt. Maguire in charge of construction--it will soon be ready for our 1st Squadron (observation).// Vaucouleurs,** not far south of it, has 2 constructing officers, & a Wisconsin M.G. [Machine Gun] Co. landed just before we reached there. Work will begin at once for our pursuit group.

Wed. Mar. 13. Left at 1 P.M. for the 8th Army [French]. At Flavigny I stopped & met Maj. Delafond, Comd't Aeronautique of 8th Army. As Comdt Perrin was away, I met Lt. Lemoine at the Hotel de l'Angleterre in Nancy, who took me to visit his balloon No. 58, the only one in the sector. Lts.

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*See map 8.

/See map 4. Ourches became a major airdrome for observation squadrons

//Construction was something of a problem, but once the 1st Squadron had moved in there should have been no maintenance problem, for--according to its Major Ralph Royce--the 1st had quite a reputation for scrounging. At Amanty it "stole" an entire barracks building, piece by piece.

**Vaucouleurs (map 4) would soon have two major airdromes for Air Service pursuit units.

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Nixon and Gould of the 67th Art. Brigade [U.S.] are under instruction here. From here, we passed thru ruined villages and passed many scattered soldiers' graves, the witnesses of the Sept. 1914 times. At Maixe, we found the 73rd Co. with Lts. Neibling and Lindeman of the 67th Brigade, both very enthusiastic over their work and glad to be in the Balloon Service. From here, we ran into Luneville where I stopped at [42d] Div. Hdqtr.--saw Lt. Col. Hughes, asst Chief of Staff; [Col. Douglas] MacArthur, the Chief of Staff, is laid up--gassed;* Capt. Powers, acting Div Adj., proved to be the former 7th Cav. serg't major. Jim Shannon was there temporarily on an inspection tour. Gen. Menoher was not in. Ran Lemoine back to Nancy & got home 8:30 P.M. Charley Thompson went thru here to-day. He is handling Air Intelligence at G.H.Q.

Thur. Mar. 14. The Boche treated us to a little long range divertissment [sic] to-night by bombing Pont-St. Vincent.

Fri. Mar 15. Left with Comdr. Jenkins of the British Navy, who had spent a long time in the U.S. buying airplanes for the British Gov't--now Lord Northcliffe's representative in France, and going back to the U.S. shortly. To Arcis-sur-Aube where I looked over our night bombardment airdrome that is to be. Then on in to Mailly. Stopped with Gen. Coe (Murphy away at Nice, recuperating from the grippe) and had an interesting discussion in the evening over the war and what will end it--Gen. C. thinks it will have to be done by going after the submarines at their bases and the bombing squadrons at their bases.

Sat. Mar. 16. We went with Ayres, one of Gen. Coe's aides, to see a 21 inch howitzer mounted on a railroad mounting. It is a tremendous weapon, shoots a 3500 lb. projectile, to a range of 19 kilometers [about 12 miles]. The recoil is taken up by the whole mounting moving on the car--the latter moves about 6 feet every time the gun is fired. At Haussimont/ I found Co. D. 2nd Balloon Squadron with Lt. MacCawley [McCawley] in command. The Co. is in artillery barracks and occupied in putting up hangars for our airplane squadron at the same place. The squadron consists at present of 2 non-flying officers and 100 men. No machines. The French squadron is still here and training some 18 artillery observers. Our balloon company is an enthusiastic one--now that they have their equipment, they hope to get into operation. We lunched with them--then on to Fere-en-Champenoise, thru the region of the Battle of the Marne. What country for fighting, and particularly for killing. Open fields, fairly level, woods on the edge from which the Boche mowed down the French lines. At Fere we turned north toward Villeneuve, passing just east of the Marais [swamp] de St. Gond where the hardest fighting took place. We could see the Mondemont Hill off to our left. Evidences of the fight that told the story better than anything else, were the graves--single, in pairs, in groups, in places a long line with a single cross in the middle--evidently a trench had been dug and filled with

*MacArthur was mildly gassed during a French-American raid, 9 March. For details see Hunt, The Untold Story of Douglas MacArthur, pp 73, 74.

/See maps 4 and 7.

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bodies. As we went north, the French insignia on the graves changed to the plain black and white separated by a diagonal, which indicates German. "Un officer allemand inconnu," or "Un soldat allemand inconnu"* was the usual inscription--all the graves were extremely well kept, with a wire stretched around--many of the French had wreaths on them. At Villeneuve we found Atkinson in command [of 1st Pursuit Organization and Training Center], with [Davenport] Johnson, [Philip] Roosevelt, etc., and the 94th and 95th Squadrons.† They are all good flyers--one of the squadrons [94th] has the Type 28 Nieuport with 150 hp Rhone, the other [95th] has no machines as yet. This is the center of a French combat group, the Menard, and our men are patrolling with them, getting valuable experience. Johnson told us of his flight with Capt. [James E.] Miller when the latter was lost. They had attacked 2 Boches, Johnson's gun jammed, a Boche drove Miller down, and he [Johnson] did not see him again.†† We had a beautiful evening ride into Chalons, tho' the last 10 kilometers on a flat tire. Stopped at the Hotel de la Haute-Mere Dieu, where Jenkins & I had a beautiful front room with bath & hot & cold running water--too good to be true.

Sun. Mar. 17. To Cuperly and found Mygatt just starting off for a trip to the front. We joined him--at Suippes met Capt. Noyes of our engineer reserves, putting in 10 days with the French Division. Took the Souain Road out of Suippes--this is in view of the Boche trenches, so is heavily camouflaged, with cloth along the sides, and strips hanging vertically across the road every few yards. Numerous flaps cut in the cloth let the air through. Before reaching Souain, we left the car, walked about 1 k. across country behind a line of artillery emplacements and dugouts, to the P.C. of Lt. Col. Breton, comd'g the 74th Infantry [French]. I remember this reg't as the Rouen reg't of 24 years ago & the Colonel said its depot is still there. We were guided thru the trenches down into Souain, now merely a pile of stones, with a graveyard at one side. At the east end of the pile of stones, we came to a broad stairway leading down into the ground. A doctor met us and asked us to wait until they started the gas motor which operates the electric lighting system. In a moment we were led down

*"An unknown German officer," "an unknown German soldier."

†The Air Service fighter build-up had begun in February 1918 when the 94th and 95th Pursuit Squadrons arrived in France. Because of lack of combat planes and/or guns neither unit flew an armed mission until April (at which time they were located at Epiez), although before that time individual members flew an occasional combat sortie in a borrowed French fighter plane.

††Miller, badly wounded, died on 10 March in a German hospital. He was a member of the 95th Aero Squadron. He made the flight with Johnson in a borrowed Spad on 9 March.

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and thru a whole series of tunnels, sheet iron lined, and painted a clean white. This is a forward dressing station of 60 beds. Leading off from the main tunnel are numerous smaller ones, some just wide enough for two lines of 4 beds each, head to foot with a very narrow passage between; one was the dressing room and I thought the dressing table still looked rather red, another the linen room with piles of clean white linen, another the quarters of 2 doctors, another where the gasoline engine operated and all as white and neat and clean as Lakeside Hospital--only underground and all very cramped. We returned and lunched with Col. Breton and staff, then had a good view of the front line trenches from an observation post near his hdqts. Jenkins and I returned to Cuperly, then over to La Noblette where Thaw was just sending his Lafayette Squadron off on patrol. This is now an American squadron [103d Aero] and is working very well with the Villeneuve Group [U.S. 1st Pursuit]. Capt. Collins of the Squadron, who was killed the other day when they were on their way to cut off the Boche machine that bombed Paris, is the youngster who came into my office in Paris last November dressed in a "poilu" [French soldier] uniform about twice too big for him and said he had just lost his clothes and everything he owned when their quarters burned up in the middle of the night near Dunkerque. They all say he was a very clever flyer and was rapidly making his mark. After a confab with Thaw about the transfer of some of his pilots, and a cup of tea with Marr, Hill, Soubiran* and others, we left at 6, took the old Roman highway past Attila's† camp, thru a beautiful stretch of country to Bar-le-Duc.†† This is a favorite Boche bombing ground, and many buildings in the middle of town are demolished. A missing window pane in my room, souvenir of the Boche's last visit, made it chilly when I turned in.

Mon. Mar.18. As Jenkins is not an early riser, I had time to get my breakfast, make some purchases including a dozen glasses of the far famed Bar-le-Duc gooseberry preserves. At 10 we left for Colombey--stopped to watch the 16th Inf. drilling in the fields, met Col. Hines on the road, stopped at Frank's [Parker] headquarters at Treveray; he was lecturing to two of his companies at the Y.M.C.A., so we went on into Colombey, after four perfect spring days spent in the most agreeable way I know of, motoring thru sunny France and seeing the interesting sides of the Great War. Chandler & Bérard arrived at the same time we did--on a trip round the circuit. In the evening I called at Van Horn's and met a Mr. Larned and a couple of others, out of Sec'y Baker's party who are supposed to be gathering information. They visited B. Co. to-day and each had a trip in the balloon.

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*All former members of the Lafayette Escadrille.

†The great Hun leader, defeated by a Roman-Allies army under Aetius at nearby Chalons, 451 A.D.

††See map 2.

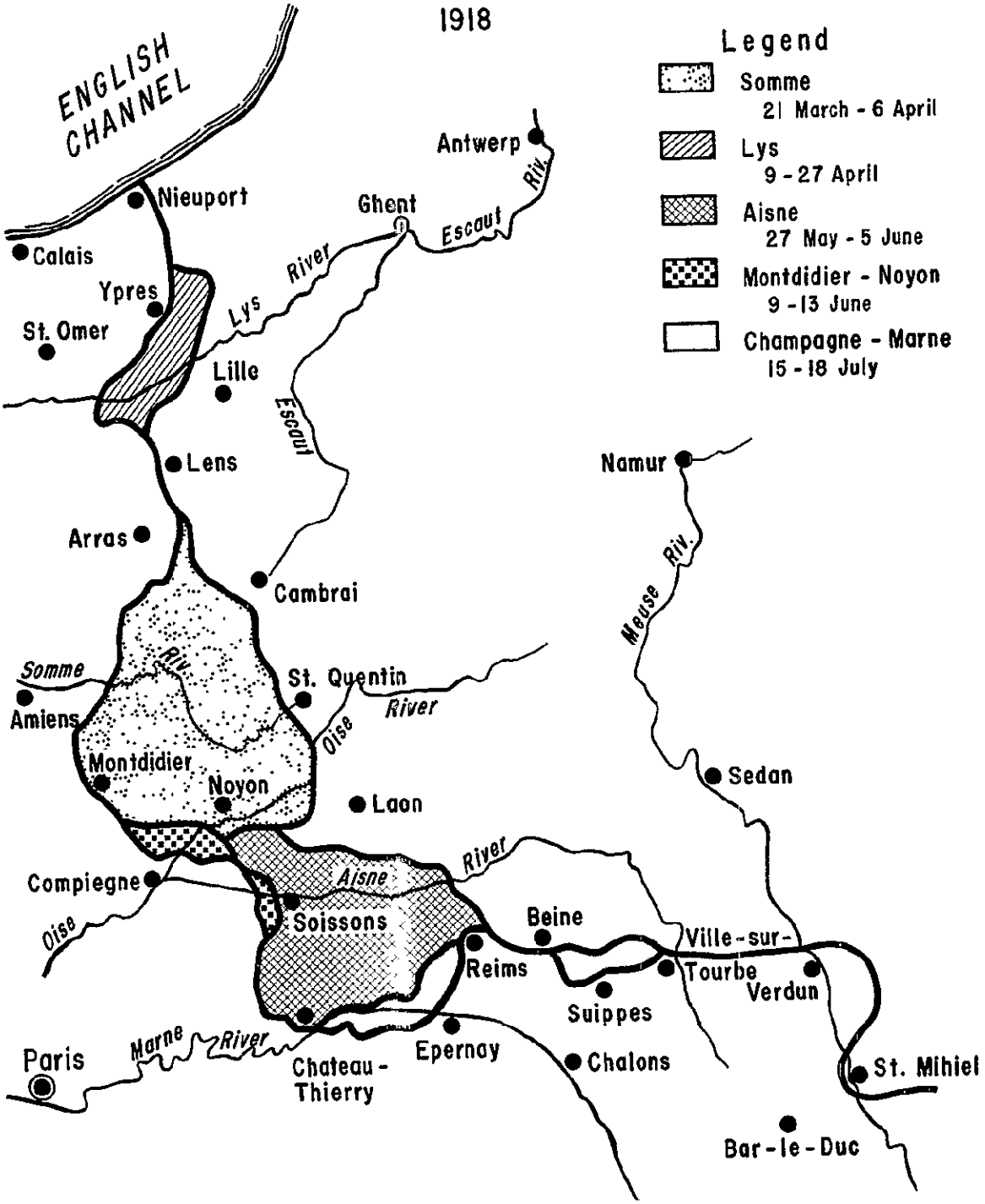
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BATTLE MAP A

Major Defensive Operations, AEF

1918



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Tue. Mar. 19. Pursuant to a telegram from the C.A.S. [Chief of Air Service (Foulois)] and as a result of Col. Mitchell's criticism of B Co. I took Yon this morning and made a thorough inspection of the Co. About 3 P.M. while in the basket trying out one of the observers, I saw some cars stop below and when we got down, found Sec'y of War Baker; Gen. Harbord, Chief of Staff; Gen. Bullard [1st] Division Commander; Gen. Buck [2d] Brigade Commander; and Gen. Summerall, [1st] Artillery Commander. Sec'y Baker was very much interested in hearing about the balloon, and when I told Gen. Harbord about our shortage of men, he told me to call him Thursday on the phone and he tho't we could get some from the Division. A rain storm came up at this minute so they went on up toward the front, the balloon was put away, and Yon & I returned home. Joralemon and I dined at the French Mission mess to-night with Armengaud, Yon, Fleury, Lemoine, and Pepin.

[Editor's Note;

There were five German offensives on the Western Front in 1918.*

The first of these was the Somme Offensive, 21 March-6 April. The German attack, on a 55-mile front between the Scarpe and Oise rivers, had as its immediate objective the capture of Amiens. The assault involved practically the entire British Third and Fifth Armies and the extreme left of the French; before the Germans were stopped they had driven a salient almost 40 miles deep into the Allied lines, and had come extremely close to splitting the British and French armies. However, they were not able to take Amiens.

During this offensive two events of major importance occurred. One, the Allies established genuine unity of command when, on 26 March, they gave General Foch (France) authority to coordinate Allied activities, an authority which was strengthened on 3 April. The other, on 28 March, General Pershing arranged for the American 1st, 2d, 26th, and 42d Divisions, then training in France, to move into the lines; however, the 1st Division was the only one used for the time being, the others being placed in quiet sectors where they relieved French divisions. Actual American participation in the Somme offensive was very limited, consisting almost wholly of gallant defensive work by the 6th Engineer Regiment.

The U.S. 17th, 22d, 28th, and 148th Aero Squadrons/ served with the British Royal Flying Corps during the operations but saw only limited action. Other units of the slowly growing combat Air Service were moving into the quiet Toul sector, which seemed to be a good place for "blooding" the new American forces.]

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*See Battle Map A.

/These units (and six other squadrons) had been trained in Texas by members of the Royal Flying Corps.

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Fri. Mar. 22. Armengaud announced this afternoon that the great German offensive had begun and that the British are being attacked on the southern 65 kilometers [40 miles] of their line--the French in the Verdun sector. We discussed nothing else at the mess to-night, and after dinner walked out on the hill near the Depot to see what we could. It was a little misty so we could see nothing, but the guns kept up a continuous roar, apparently coming from all along the line in front of us, and to the east and west. Perhaps this means the end of the war--but who wins? No one can believe that the Germans can break thru'--if they do, it means rolling up their line and isolating the whole British Army to the north. No doubt reinforcements will go from the French and it seems impossible that the Germans should succeed. The report says they have already advanced 3 or 4 kilometers, which is to be expected in any large attack, as the front lines are usually only held temporarily for observation.

Sat. Mar. 23. Off in a Johnny Walker--stopped in Commercy* to call on Mr. René Grosidier, the Marie [Mayor], but he was in Paris. Arrived Souilly† just at noon, after two flat tires. Met Mr. Davison, head of the Red Cross and his party in the square as I came in. Just at that moment a Boche plane was over us, not very high and well surrounded with archie bursts. We all stopped to watch it, when another plane appeared which turned out to be a French one, and then we saw one of the most interesting of all sights, an aerial duel. The Boche was a two-seater, photographer probably, the French a Spad. The latter dived and attacked, the former turned tail and opened up with his rear machine gun--the smoke from the guns showed us just when they fired. The Frenchman then went off to the side and circled to get his altitude, made another feint as if to attack, apparently changed his mind and left the Boche to sail off home. Does not look as tho the French had much to say about the mastery of the air in this section. Lunched with Maj. Renaux (another old dirigible pilot like Néant) and the officers of the Aeronautique of the 2nd Army [French]. All much interested in the news of the drive on the British--the communique shows the Germans made an initial advance, as was to be expected, and that the British had pretty heavy losses, some 16000 men, but the officers here say that at Verdun they lost 13000 on a smaller front at the beginning of the attack in 1916, so the proportion is not bad. After lunch, we started north toward Verdun,†† picked up the Sector comdr and then visited the _____ Co. where Lagen & Temple are under instruction as winch officers. This is not a good Ally air sector, Boche planes were over us more or less all the time. Lt. Husson, the instructor in this Co., is half English and has been an instructor at the Naval Balloon School, Roehampton [England] so is well qualified to instruct our man here. Again running south of Verdun, we visited the 81st Co. [French Balloon] at Ancemont where I found our 2nd Art. Brigade observers--had just arrived a couple of days before. Three additional ones, detailed by mistake are not at all happy. On to Sommedieue when I found Gen. Irwin who had just arrived in the morning. Arranged with

*See map 4.
†See map 5.
††See maps 2 and 5.

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him about the extra balloon & airplane observers being returned to their batteries. We had picked up Capt. Bérard, the adjoint aerostier [balloon observation officer] of the sector, and I established the liaison right there between our Artillery and the balloon companies. Waldo Potter, the Brigade Adj. and Hyatt came up. Stopped at Div. Hdqtrs. and talked to Gen. Bundy for a few minutes--Cit. Montgomery there. A flat tire stopped us, but Payne came along and gave us a lift to the 81st Co. I dropped Capt. Bérard at the airdrome at Souilly where I found John Black and three of the other artillerymen detailed thru error to the observation airplanes. They received the news that they were to be relieved with mingled and widely varying emotions. One in particular said he had been applying for it regularly, had regularly been turned down, and now he does not want to leave at all. It was 10 when I hit the high road near Souilly--back thru Bar-le-Duc--soon after, a flat tire--and not long after, another--the last so I made up my mind to limp in on the rim, over 40 kilometers. Off to the left I could occasionally see the quick sharp spark that indicated field guns in action--star shells--and from time to time, a fusee [rocket] in front of me and to the south. I saw six bright lights on the hill at the Epiez airdrome, pointing north and into the wind. At the same time a motor sounded overhead, soon the light on the machine appeared, it turned up the valley, gradually came down, circled behind the lights, dropped its flare to show it was a friendly plane, then apparently landed. At five I was home.

Sunday Mar. 24. Thanks to my absence yesterday, this beautiful spring Sunday has been a busy one--a thousand papers had accumulated--finally at 5 P.M. I broke away for a walk. News of the battle is what might be expected--the Germans have advanced 5 or 6 kilomters in some places.

Mon. Mar. 25. Took Chas. Manley [Manly], who built the motor on Langley's airplane, another Curtiss man, and Capt. Tilt, all sent over here on behalf of the Aircraft Production Board*--visited Epiez/ and Rozieres airdromes, stopped at Amanty for lunch with Anderson and the 1st Corps School--saw their new biplace Spads, one of whose 220 h.p. Hispano-Suiza [engine] is already out of commission. We returned via Void, Toul and Ochey where we looked over the damage done the British plant by the Boche bombers. The Boche has advanced 25 or 30 kilometers--I wonder if he is going to break through and destroy the British Army. It does not seem possible--and yet if the Boche does not, it means he has lost the fight, and perhaps the war.

Thurs. Mar. 28. A board of which I am president, visited a proposed airdrome site this afternoon at the St. Anne farm south of the Toul-Nancy road. Boche planes had been over the place in the morning and again early

*Established May 1917, superseded by the Aircraft Board, October 1917, acted as clearing house for proposals concerning the aircraft program (purchase, production, and manufacture of aircraft and aircraft accessories).

/See Map 4.

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in the afternoon, so the air was pretty busy with French planes when we arrived. A beautiful broad road runs thru the woods and across the neck of the plateau between Pierre and Sexey.* Evidently this has recently been fitted up, in case the troops had to occupy the heights on the edge of the plateau overlooking the Meuse. During the past week, there has been a great movement of troops from here and thru here, going west. The roads to the west are so crowded that travelling is slow work. Majs. Lyster, Wardwell & Miller of the Construction Dept. are with us for a few days. It seems absurd that after nearly 4 years of the war, the Boche should be the one making a great drive and the Allies on the defense. It must all end just one way, but at this rate the end may be far off.

Sun. Mar. 31. Yesterday morning we were treated to an interesting sight. The 26th Division/ went thru on motor trucks going to the front to relieve the 1st Division which goes over toward Amiens to take part in the great battle with the Boche. Truck after truck rolled by loaded up with our men--happy and ready to exchange a smile or a jest. This division has just recently come in from the Soissons sector where it was on the [front] line for its battle training. Maj. John Greenway, one time Yale pitcher and end stopped for lunch with us yesterday, joining the Engineers of the 1st Division. Fravel, a lieut. col. of the Balloon Section was thru here, I took him to Neufchateau to see Col. Mitchell but missed him. The youngsters had quite a party last night in the Mess--Jennings, Fels et al. Page dined with us and joined us in a game of bridge--amusements are few and far between.

Mon. Apr. 1. Yesterday afternoon the "Board" visited a proposed airdrome near Charmes, and turned it down. To-night I dined and played bridge with Page, Wardwell and Joralemon at the [1st] Air Depot. Troops on the move, keeping [sic] going thru here on the way to the front. My landlord, looking at some of our 26th Division men going by in trucks thought they were all picked men and "beaux garçons" ["good looking fellows"]. Van Horn away for several days, leaves me in charge. To-day I was up against the proposition of sending the 1st Aero Squadron under Royce to Ourches, to operate by the 4th under an ultimatum of G.H.Q., or prepare it to go to the Somme to take part in the big battle which still goes on. The rain has helped to stop the Germans but principally the fact that the Allies' artillery has now reached there and taken up its position in strength, and the reserve Ally divisions are rapidly coming on the ground.

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*This is Sexey-les-Bois. See maps 4 and 8.

/This was the second U.S. combat division in France, its headquarters having arrived on 23 October 1917. Some of its components had arrived as early as the last 10 days of September. The division was the first of the 35 National Guard divisions to reach France. For a history of the 26th, see Benwell, H. A., History of the Yankee Division (Cornhill Co., Boston, 1919).

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Tue. Apr 2. To Ourches in the morning to meet Royce and see whether possible to comply with G.H.Q.'s ultimatum to get the 1st Squadron to the line. It looks as tho' a miserable little detail--telephone connection, is the only thing to stand in the way. On my return, found word to go to Balloon School. Stopped at [I] Corps Hdqts.* to see about phones for Ourches--Mitchell not in, but saw Pulsifer and explained about getting squadron to Ourches--then saw Voris about phones. Maj. Hubbell is there looking situation over now. The balloon school situation is surely mixed up. My advice was for Mygatt to go to Tours and settle it.

Wed. Apr. 3. Looked over [W.D.] Smith's organization tables and diagrams which cover the walls of his office--a beautiful mural decoration. Stopped to see Craig at [I] Corps Hdqts--missed the telephone people all around. A busy afternoon--dispatched a board to inspect the 1st Squadron at Amanty--and phoned Royce to move to Ourches in the morning. I'll get the 1st Squadron ready by tomorrow night if it can be done. Maj. Hubbell phoned from Neufchateau to-day about the phones. I find it is Jimmy Hubbell who used to ride round the Congregational Church [Mansfield, Ohio] when he was a small boy--on his velocipede--son of Dr. Hubbell, the minister.

Fri. Apr. 5. A phone message from Chaumont yesterday P.M. said Col. Day was on his way from Chaumont. It proved to be Van Horn & Monell but prevented my getting to Ourches & Neufchateau. However to-day we all went over & found the 1st [Observation] Squadron installed--took Royce to [I] Corps Hdqts and reported the 1st Squadron ready for service.† Dined with Van Horn, Monell & Maj. Watson, who is studying the psychology or something of aviators.

[Editor's Note:

The second German offensive of 1918 was the Lys offensive, 6 April-27 April.

The enemy's attack, between Langemarck and La Bassee, was designed to split the British forces away from the French and to destroy the British as a preliminary to rolling up the French. The Germans repeatedly broke through the thin British lines but were never able to exploit their successes, and the Allied defenses were soon stiffened by the arrival of British and French divisions from the now-quiet Somme front. The Germans narrowly missed a great victory.

Again, American troops played a very small part in the battle, only two Engineer units and the 28th Aero Squadron (all attached to the British) seeing action. No other Air Service units participated in the Lys affair.

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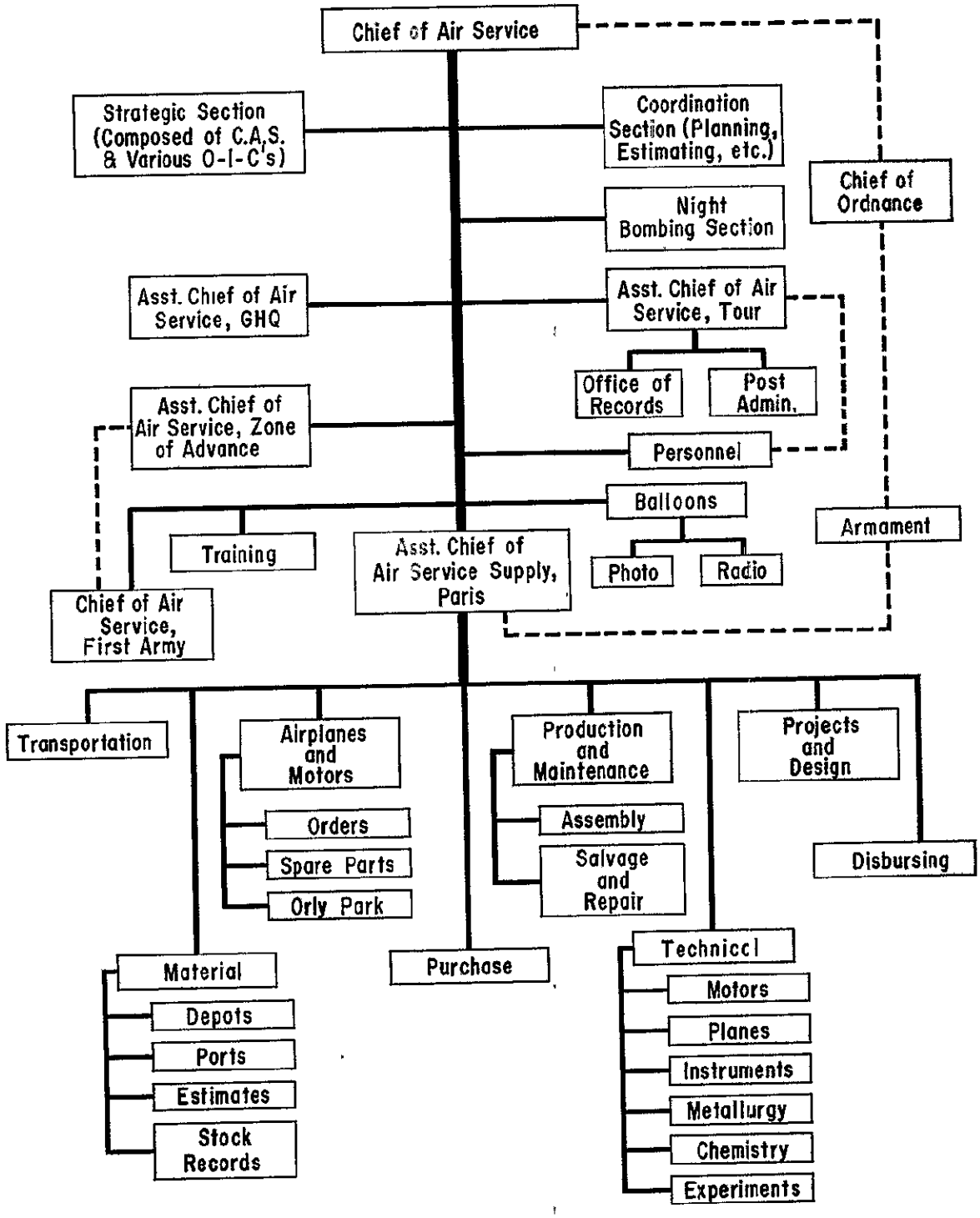
*I Corps had been formed on 20 Jan 1918. It was commanded by Maj. Gen. Hunter Liggett.

†The 1st Observation Squadron flew its first patrol over the lines on 11 April.

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Functional Chart of Air Service AEF 1918



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However, during the period the 94th Pursuit Squadron, flying French Nieuports, began active service at the front on 4 April, flying from Epiez, and moving to Toul on 7 April (on 14 April, two 94th Pilots, Lts. Alan Winslow and Douglas Campbell, each shot down an enemy plane*); on 11 April the 1st Aero (Observation) Squadron began operations over the front from its base at Ourches, southwest of Toul; and at the beginning of May the 95th Pursuit Squadron went into action, also from Toul. Thereafter, a steadily growing number of Air Service units entered combat; however, under orders from the Allied High Command, they flew almost entirely in the quiet Toul sector and so were not directly involved in the Allied air operations against the great German offensives of the late spring and early summer until the last of those drives, which began on 15 July.]

Wed. Apr. 10. Several airdrome hunts have taken the Board out the last few days. This morning Monell, Joralemon, Capt. Dudoré and myself called on Capt. Etourneau [Etournaud] at Mirécourt/ and received some interesting information on the result of their hunts. They are to give us maps showing possible sites, from which we can select those best located. The great offensive began again and the Boche is gradually pushing ahead--he is only 9 miles from Amiens now and it looks as tho' he would get it. Where does [sic] all his man power and fresh divisions come from?

Sat. Apr. 13. Jouett came in yesterday; going up to see B Co. [Balloon]. Maj. Huffer, in command of the 94th Pursuit Squadron at Toul,// came in yesterday. This, our first pursuit squadron to go to the line [on 4 April], is now operating with its Nieuports. Lufbery is with it, and brought down his 17th Boche yesterday morning just over the line northwest of Nancy.** There are some young Boche chasse [pursuit] pilots across the line and our men expect to have some easy victories. One of the 1st [Aero] Squadron Spads was attacked yesterday north of Toul, but dove & got away.# Van Horn & Monell left to-day for Chaumont and Tours, leaving me on the lid.

Sun. Apr. 14. Just as I arrived in Toul this morning about 9, word came in that two Boches were down outside of town. I rode on out, past hurrying crowds, to the airdrome where our 94th Pursuit Squadron started to operate a couple of days ago. Met Maj. Huffer, the squadron commander, just starting in with the two Boche pilots--one a nice looking young fellow over 20, who, when I asked "offizier?" in my best (or worst) German, replied in

*See below, entry of 14 April.

/See map 8.

//After the American combat units moved into the Toul area during April, Mitchell moved his I Corps Air Service Hq. from Neufchateau to Toul.

**Lufbery never received official credit for this victory. If he had received credit it would have been his 18th, not his 17th, as he was credited with 17 victories while with the Lafayette Escadrille; also, the victory would have been his first with the 94th.

#The plane was flown by Lt. A. J. Coyle.

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perfect French "Je suis adjutant." The other was a big husky typical German, 24 years old--lying on a stretcher placed across the doors of the car. His face was badly burned, his legs too, and one ankle had an ugly break. As he was suffering, I told Huffer to hurry on in and turn them over to the French. At the side of the airdrome, or just across the road from it was one Albatross; it had evidently turned over in landing as the top surface was damaged and the top of the tail broken. Campbell, the pilot who brought it down was there--souvenir hunters were already starting in. On a field on the opposite side of the airdrome, were the smouldering remains of the other Albatross. Marr explained that an alerte came in over the phone, Winslow and Campbell jumped into their machines and were up just in time to meet the two Boches who were lost (it was not very clear) and thought they were over Metz. Winslow and Campbell attacked them at 200 meters. Winslow got the first and brought him down with a few shots from his machine gun. Then both went after the other, [Campbell] set fire to his gasoline tank with a bullet, and brought him down in flames.* He was lucky not to be any higher than he was, or he would have been completely burned up before he got to the ground. Naturally all were enthusiastic and the spirit of the 94th was at a high pitch. These are the first Boches brought down by our own American-trained pilots. I picked up Paegelow & Jouett and went on up thru Commercy to Lahaymeix where we found MacCawley, Wrenn et al and D 2 [D Co, 2nd Balloon Sqdn] all installed & their balloon inflated./ Capt. Bérard met us with the observers from the other company (81st) and airplane observers from a squadron of the 2 Army [Aeronautique]. After lunch we took McCawley and went on to Div. Hdqts.--saw Gen. Bundy, Preston Brown, Duke Bridges, Pearson (asst. adj. general) et al and arranged about "D" Co. The General invited me for dinner, then told me the following interesting story. Three companies of Boche shock troops raided the 9th Inf. [Regiment] just north of St. Mihiel yesterday and started back across No Mans Land with 25 of our men as prisoners. Our men decided not to go, one jumped to one side, knocked down his captor, took his gun and killed him. A free for all fight followed, at the end of which our 25 men all

*An account of the Winslow-Campbell affair which appears in Rickenbacker's Fighting the Flying Circus, pp. 26, 27 differs slightly from Lahm's account, as does Winslow's own account given in Sweetser, American Air Service, pp. 314-17. All accounts agree, however, on the two important points: that the victories were the first by American-trained pilots flying with an American Air Service unit, and that Winslow got the first of the two German planes. Recent research by Dr. Maurer Maurer of the USAF Historical Division has shown that on 5 February 1918, 2d Lt. Stephen W. Thompson, a member of Maj. Ralph Royce's 1st Aero Squadron, while on a one-mission loan to a French bombing unit as bombardier-gunner, shot down a German plane near Saarbrucken. Thompson, therefore, appears to own the distinction of being the first American in a U.S. Army uniform to bring down an enemy plane in aerial combat; at the time, however, he was flying with a French unit even though he belonged to an American unit, nor was he a pilot.

/This was the second U.S. balloon unit to go into active operations.

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returned to our lines with 8 of their captors as prisoners, and leaving a pile of dead and wounded Boches on the ground. There is no need for comment--the Boche must begin to think he has run up against a real man in the American soldier. Unfortunately 250 marines were done up yesterday in a gas attack because they took off their masks too soon.

Sun. Apr. 21. This past week has been the usual busy grind, including a site-hunting trip to Villeroy, Gondrecourt* etc. A trip to Baccarat to visit newly-arrived A/2/ [Balloon Co.] on Friday. I picked up Capt. Porquet in Luneville and reached the company at Brouville before noon. They had just put their balloon into the air for the first time--due to lack of men, there were but 25 available on the balloon. The Co. is pretty well sunk in the mud--it will take it some time to pull out. We dined (bacon & eggs) on a small table in the middle of a long barrack building used as common dining room and sleeping-room by all the balloon officers and officers of an infantry battalion. Returned via hdqts of Henry Reilly's artillery reg't and had a chat with him. Then called on Douglas MacArthur, Chief of Staff of the [42d] Division--saw Gen. Menoher for a moment. MacArthur told us the story of his being gassed when he "went over the top" in a raid a few weeks ago. Capt. Porquet and I walked down to look at the church. The fighting in this neighborhood was plainly severe, and to end it, when the Boche gave up the town he set fire to and burned many of the houses in the vicinity of the church. Graves are plentiful to the west of Luneville. It seems the Boche held the town for 41 days early in the war, and evidently the French lost many men on the west side of the town when they retook it. Yesterday Maj. Prentice and Capt. Osborne (7 ft. of him) came in--called on them at Van Horn's last night. Prentice knew Bolling and told us the story [of his death the previous month]. Bolling was on the Somme front, training to command the 2nd Corps Air Service when it is organized.// He left his chauffeur, started out in a car from Compiegne to Amiens, ran into a village occupied by the Boches who opened up on him with machine guns and shot him dead.** The report came from the Germans thru the Red Cross Prisoners Bureau in Switzerland. There was some activity in our sector yesterday--it seems the Boche sent over 8 planes in the morning and machine

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*Gondrecourt became a major base for bombardment units.

/This was the third U.S. balloon unit to go into active operations.

//II Corps would be formed on 25 June 1918.

**This account is only partly correct. A wholly correct version appeared in the Stars and Stripes of 7 February 1919, and appears again in H. G. Pearson's A Business Man in Uniform: Raynal Cawthorne Bolling (Duffield & Co., N.Y. 1923), pp. 198-201, and App. I. The correct version came from Bolling's chauffeur, Pvt. Paul L. Holder, who stated that Bolling was killed by two pistol shots fired by a German officer while Bolling was trying to protect Holder who was being shot at by two officers.

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gunned our trenches; then, with no artillery preparation, attacked with two battalions and took Seicheprey. Later apparently our men drove them back. Red Cross reports that 400 of our men are coming back wounded, and many were gassed. This morning Mitchell phoned that one of our 94th pilots did not return yesterday and 8 of our companies are attacking this morning. We are sending 6 Nieuport replacements to the 94th and 6 A.R.'s to the 1st [Observation Squadron]. Royce had trouble with his Spad engines yesterday, one machine vrilled [tail spin] at 70 feet, Bower, the pilot broke his left leg in two places, Prickett the observer was thrown on the tourelle [turret] and injured internally, more seriously than the pilot.

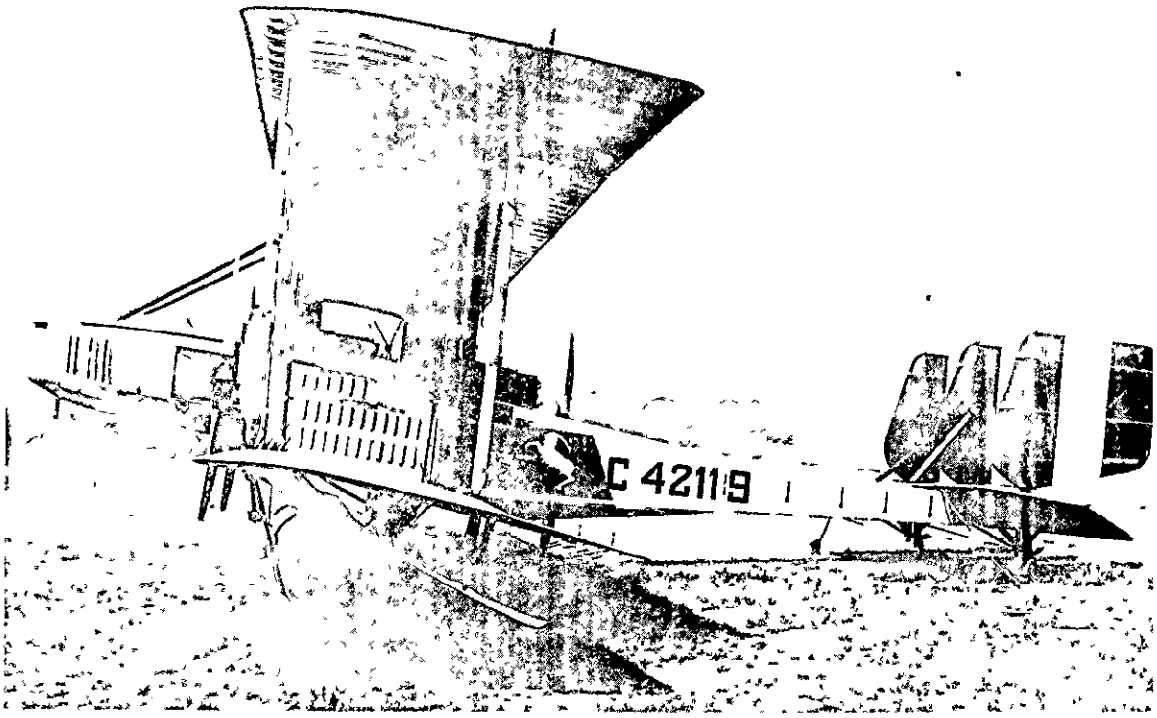
Thurs. Apr. 25. This cold sunless weather is getting monotonous. "Sunny France" does not apply to this part of it at this time of year. Gen. Foulois came in yesterday with Rusty Burtt, Monell & Orr. The re-organization of the Air Service seemed to be on the boards--we discussed it last night at Van Horn's quarters. The one gotten up last summer is now fairly obsolete and will apparently be changed. Capt. Satterfield and Capt. Dunn of the Paris office came in yesterday to tell us what to expect in the way of planes. Maj. Gray (not referring to his hair as he has none) and a capt. of engineers, from Langres, camouflage experts, lunched with us yesterday, on an "inspection" trip. Lt. Col. Hobbs, Inspector Gen. of the 26th Div. dropped in from Boucq--they have been having fairly heavy losses lately, but he says the men fought hard before they let the Boche into Seicheprey. I dropped in on the French Toubib [Army doctor] the other day. He tells me that out of 300 French soldiers in town, he has 4 to 8 at sick call per day; there was one man in hospital, and he has one hospital corps man! We surely are not as healthy or husky a lot as the French, altho' of course they are acclimated where we are not. Parris reported to-day as my assistant. He is one of the extra officers, was under instruction at Valdahon, but had to give up due to a wrenched leg, the result of catching it in the parachute rope when jumping out of the basket. He is to have a "sitting" job for a while to let his leg rest up.

Fri. Apr. 26. On a phone call from Preston Brown, C of S. of 2nd Div.,* transmitted from D/2 [balloon co.] by motor cycle courier, I left at 2:20 P.M. arrived at D/2 in a driving rain and found that 50 doughboys of the 9th [Regiment] under a lieut., heavy marching order, had reported the day before for duty with the balloon, on orders from Div. Hdqts., issued pursuant to instructions of Gen. Hirschauer of the 2nd French Army. On to Sommedieue where I found Cit. Montgomery, dined with him and Carr, the Div. Signal Officer, Matthews a Marine Maj. and Q.M., Pearson the ass't Div. Adj. and 3 French liaison officers, also Bessell, Div. Adj. Climbed up a hill in the woods to Hdqts, found Brown and very quickly straightened out about the infantrymen. The Div. does not want to send them as their men

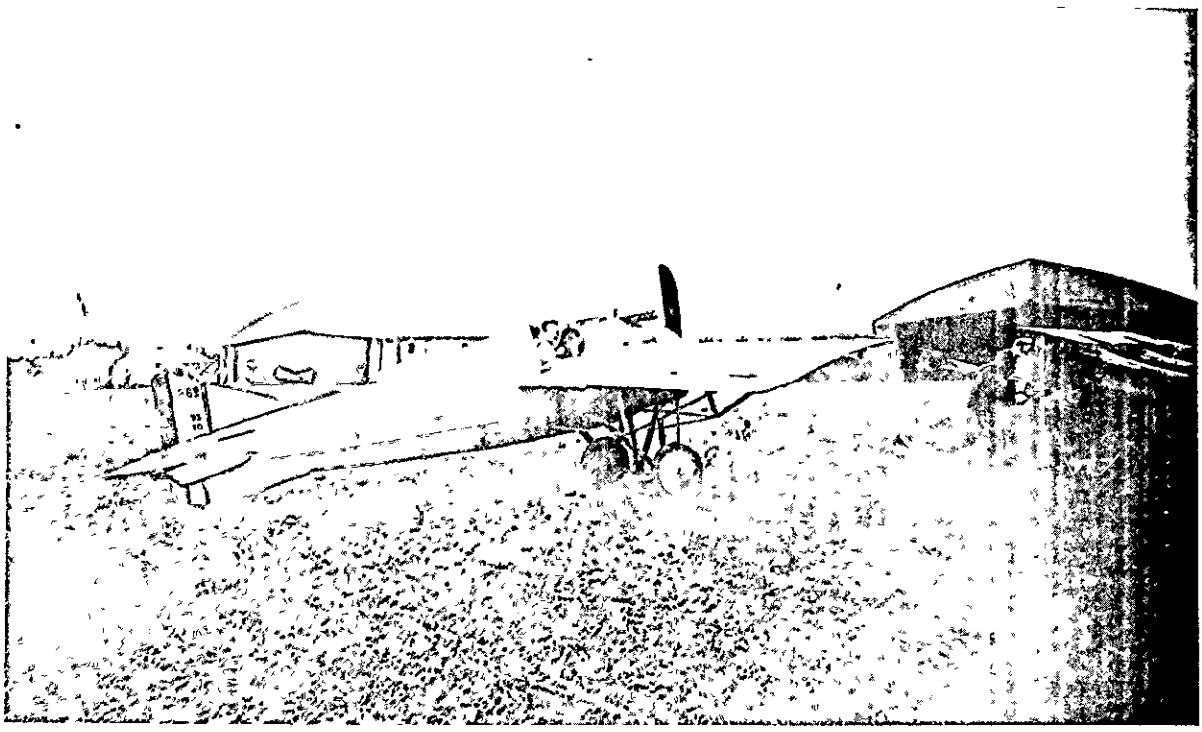
*Headquarters of 2d Division reached France 28 December 1917; the Division was formed in France, its components having been arriving since June 1917. The 2d was the fourth U.S. division in France. It suffered the greatest number of casualties of any of the AEF's Regular Army divisions and 35 National Guard divisions.

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Caproni Bomber (Italian) — 3 Liberty-12 Engines



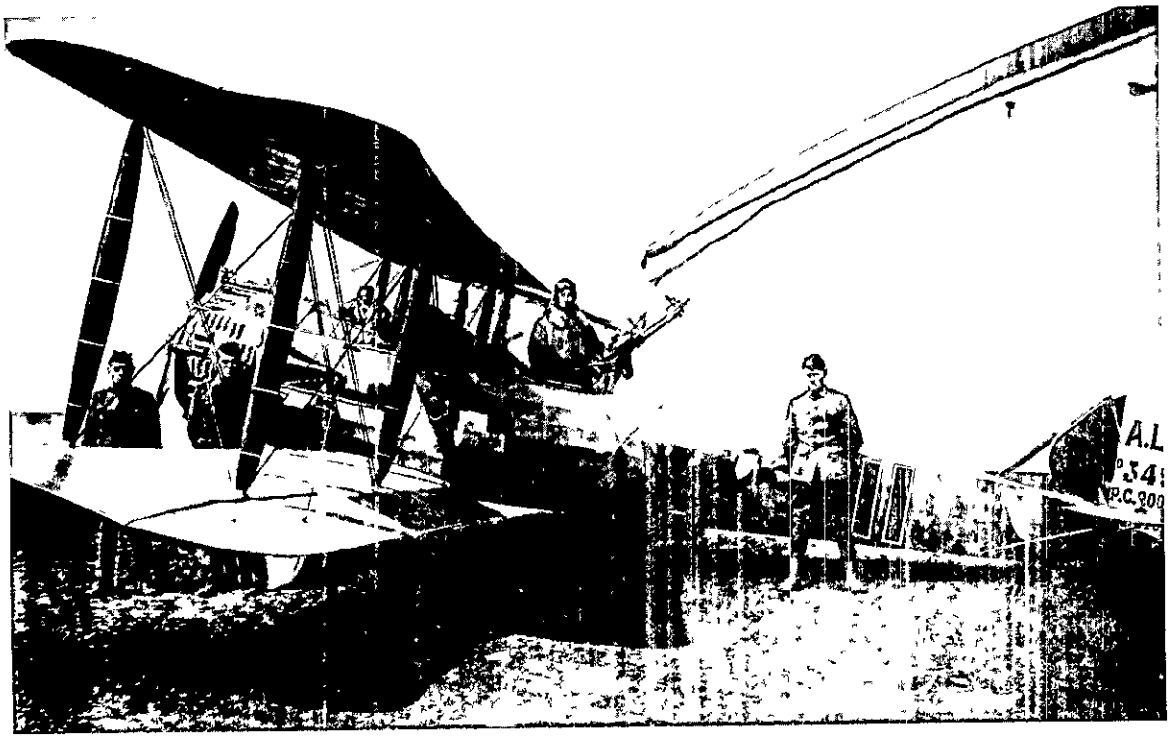
Morane Monocoque (French)

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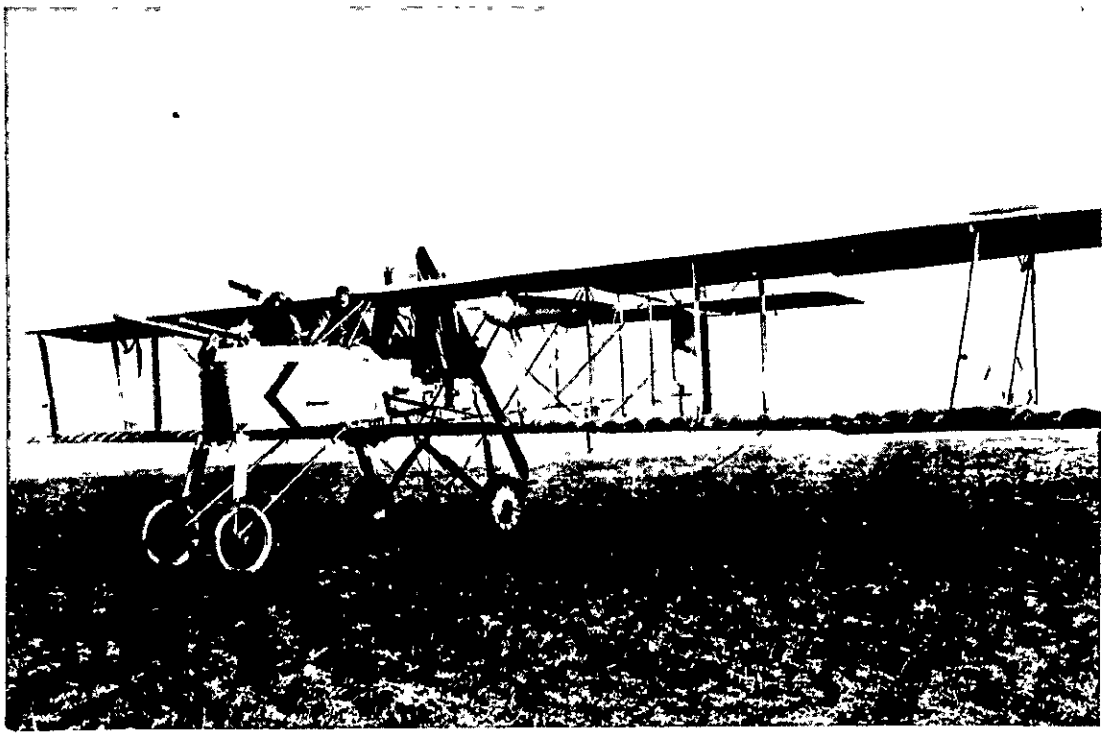
A.R.I. (French)



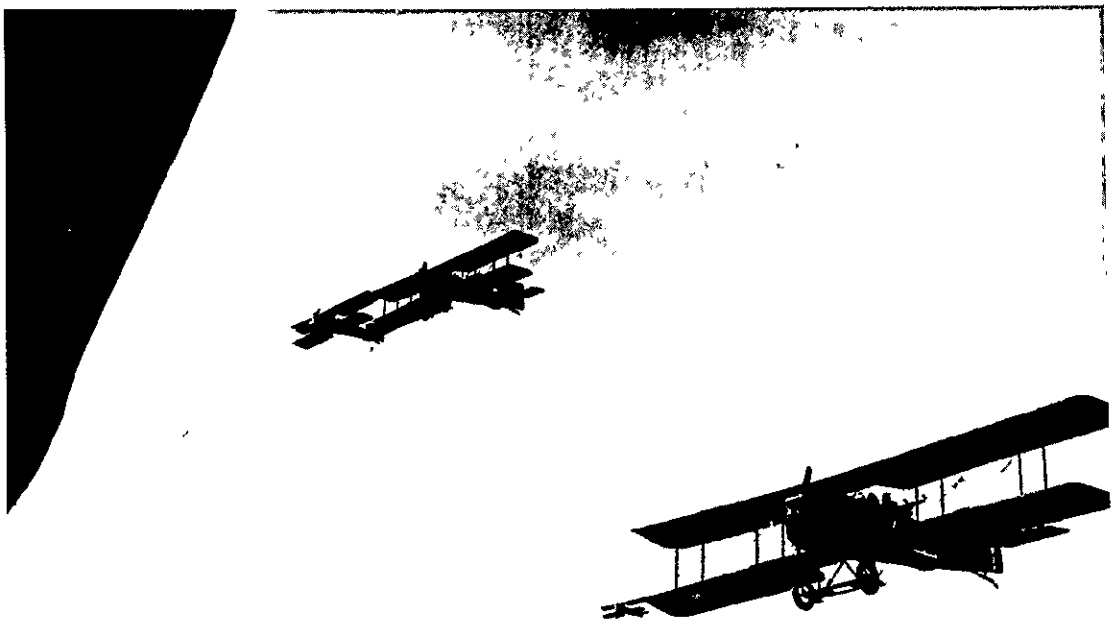
Salmson (French)

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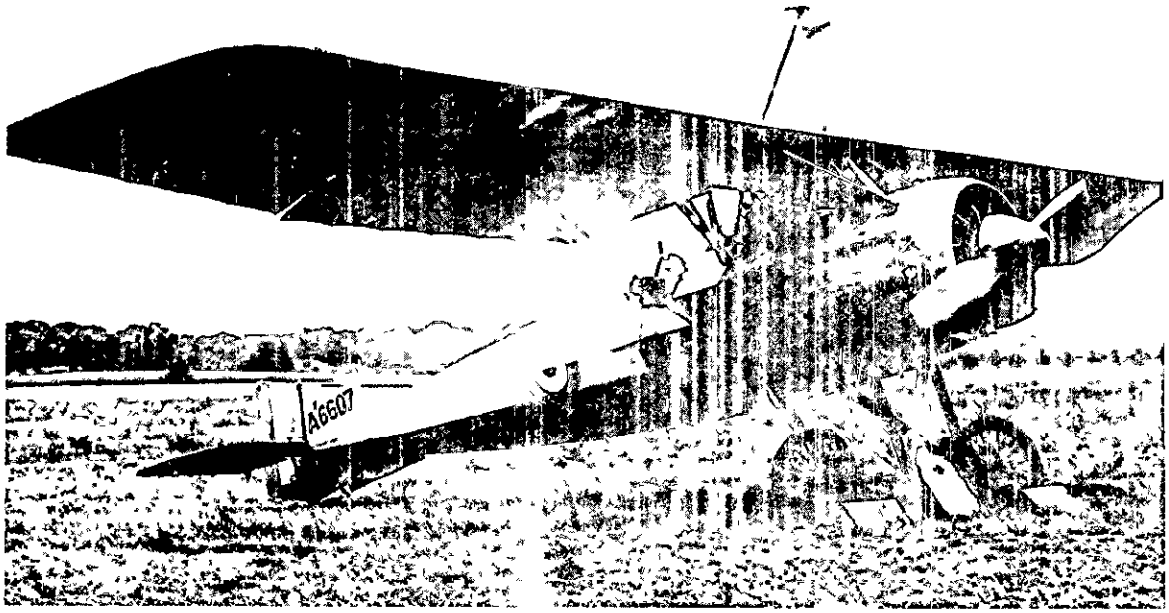
Voisin (French)



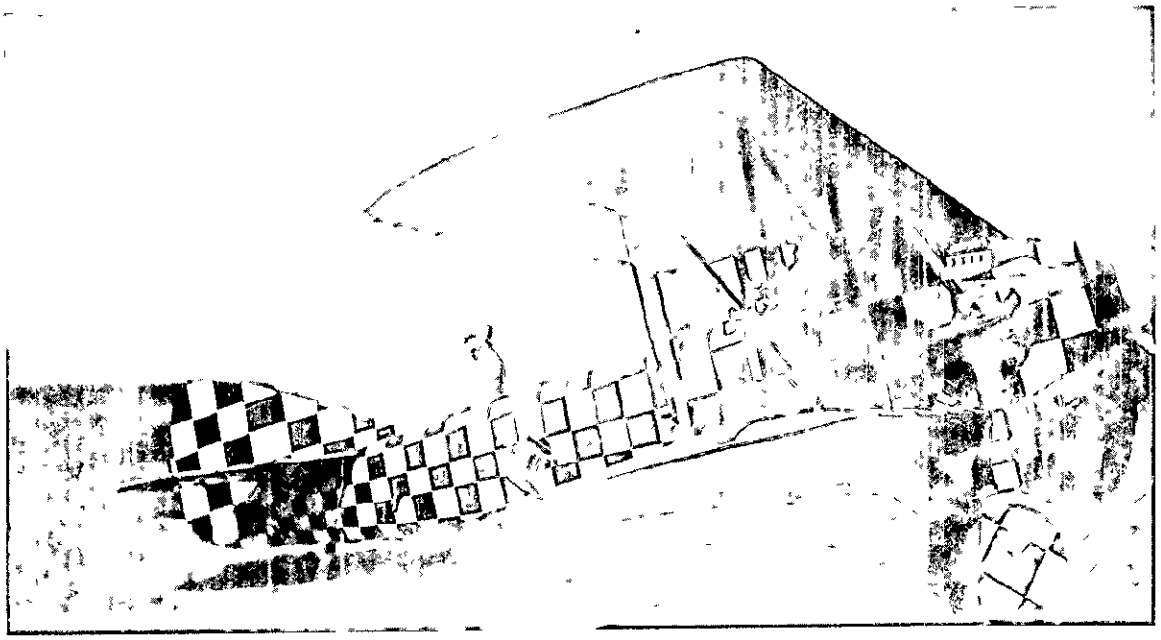
Breguets (French) U.S. 96th Bomb Sqdn.

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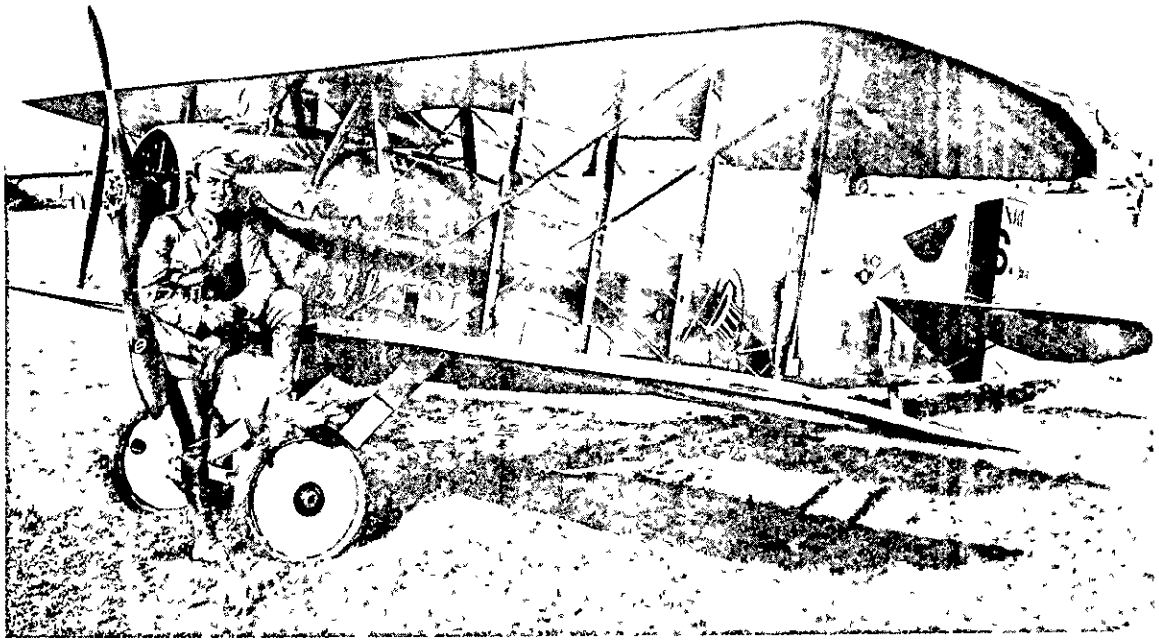
Morane-Saulnier (French)



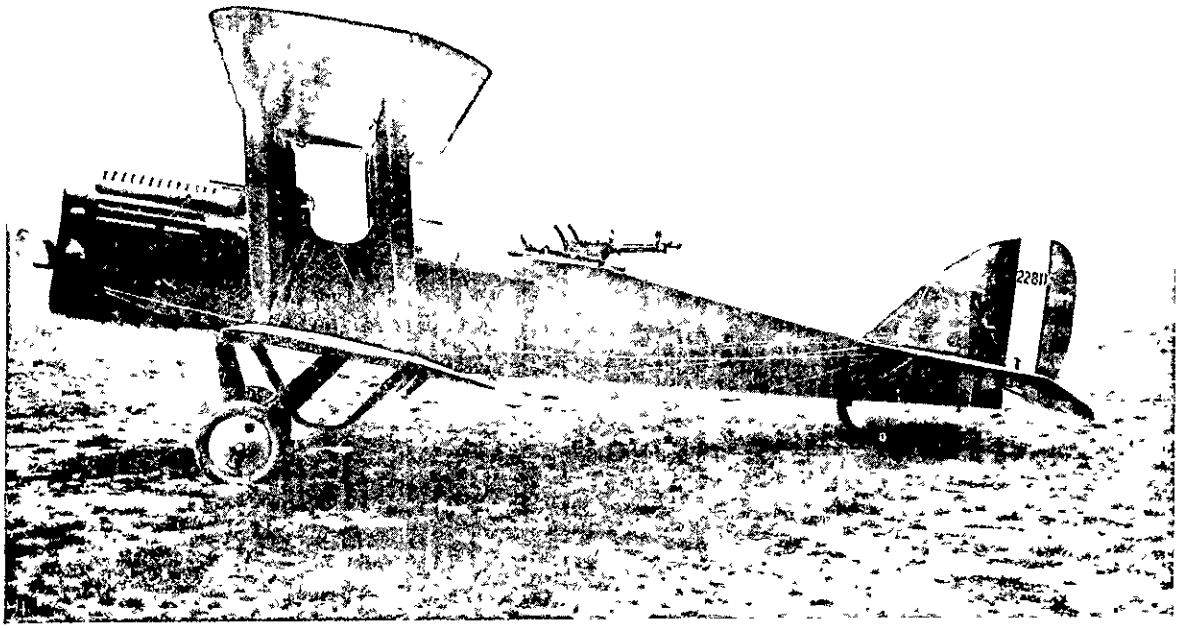
Spad—U.S. 94th Aero Sqdn.

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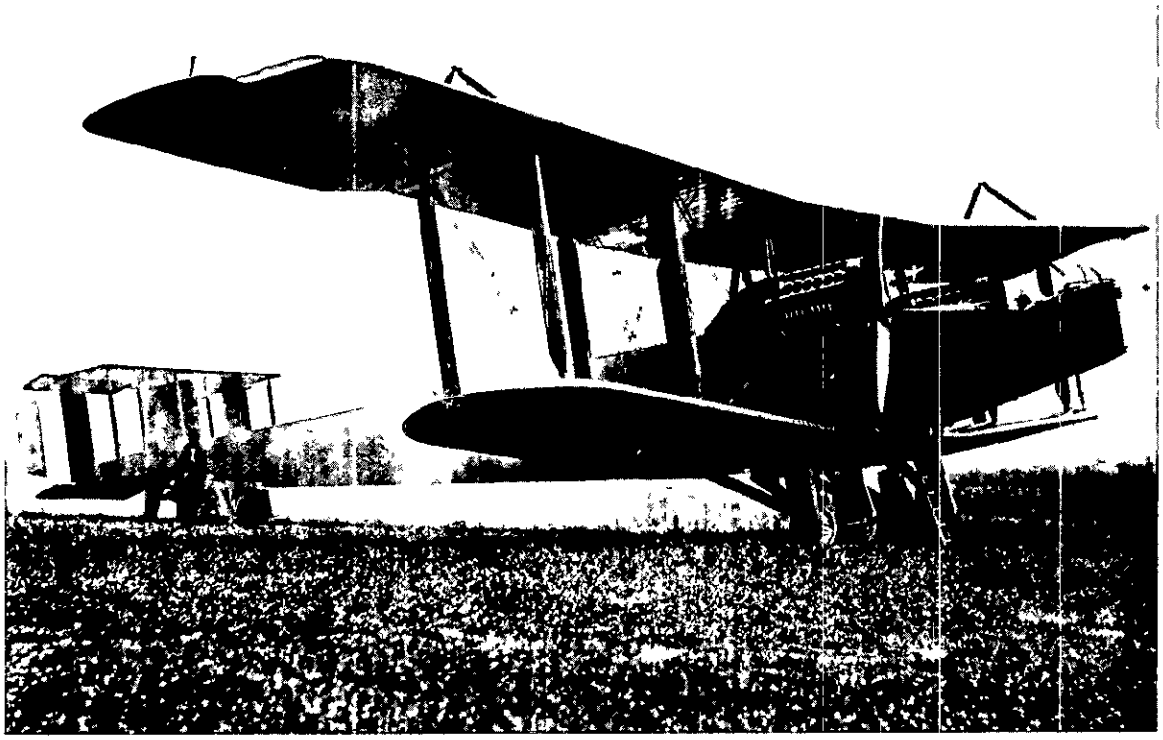
Spad XIII (French) Rickenbacker



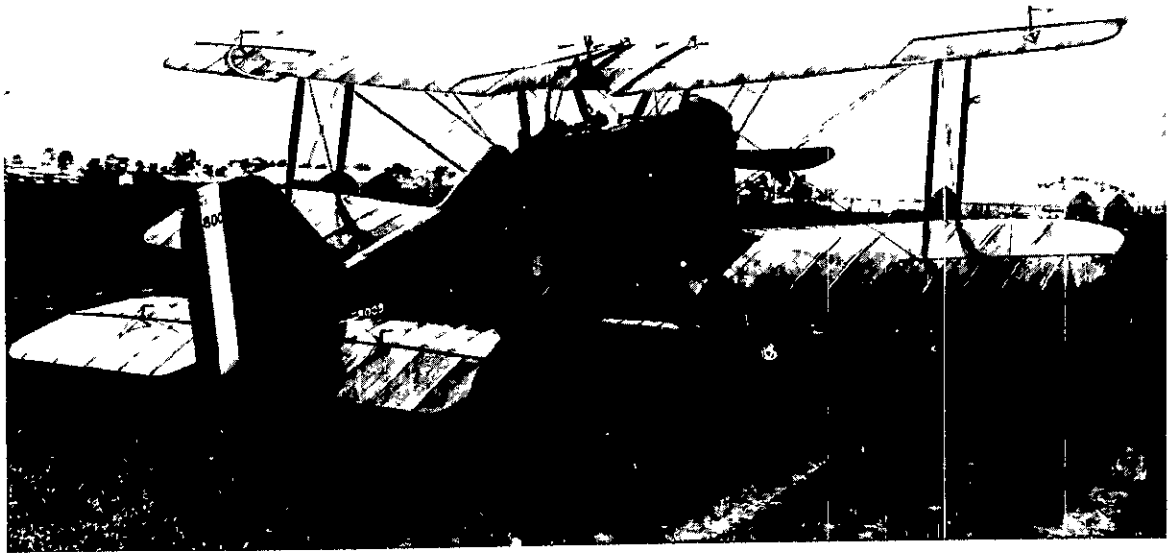
DH 4 (British)

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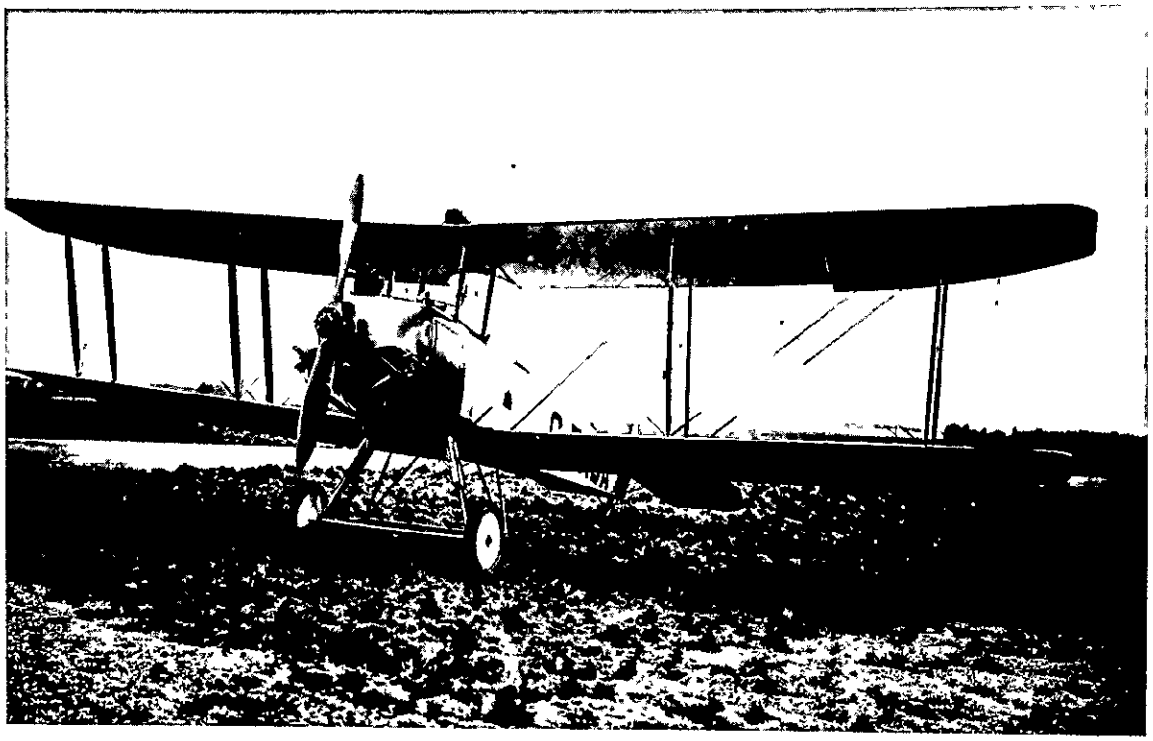
Handley Page Bomber (British)



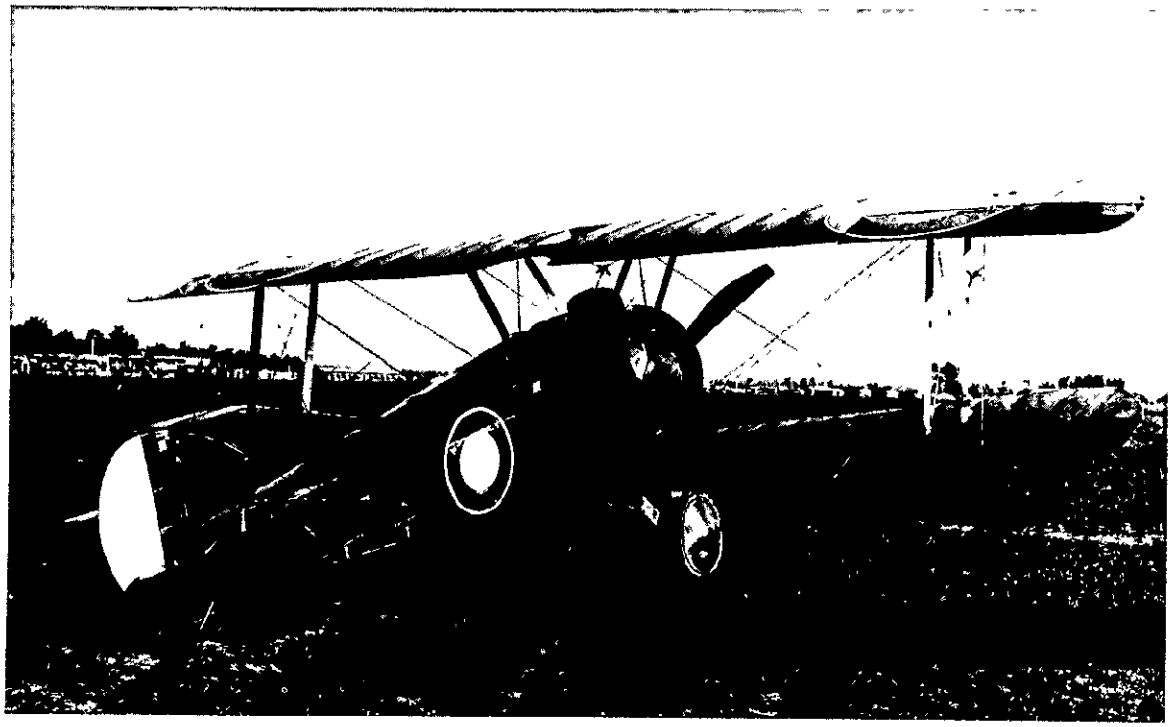
S. E. 5 (British)

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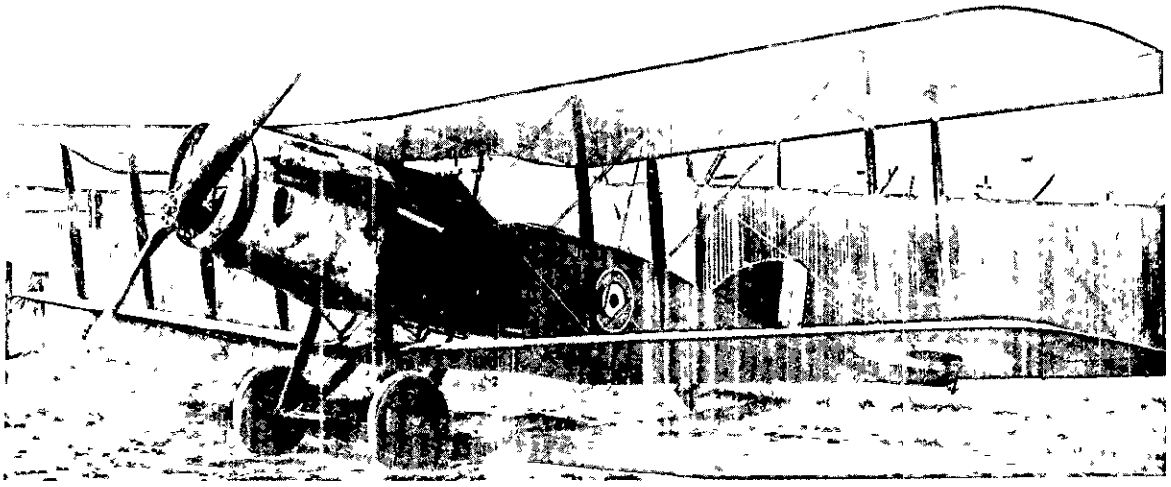
Avro (British)



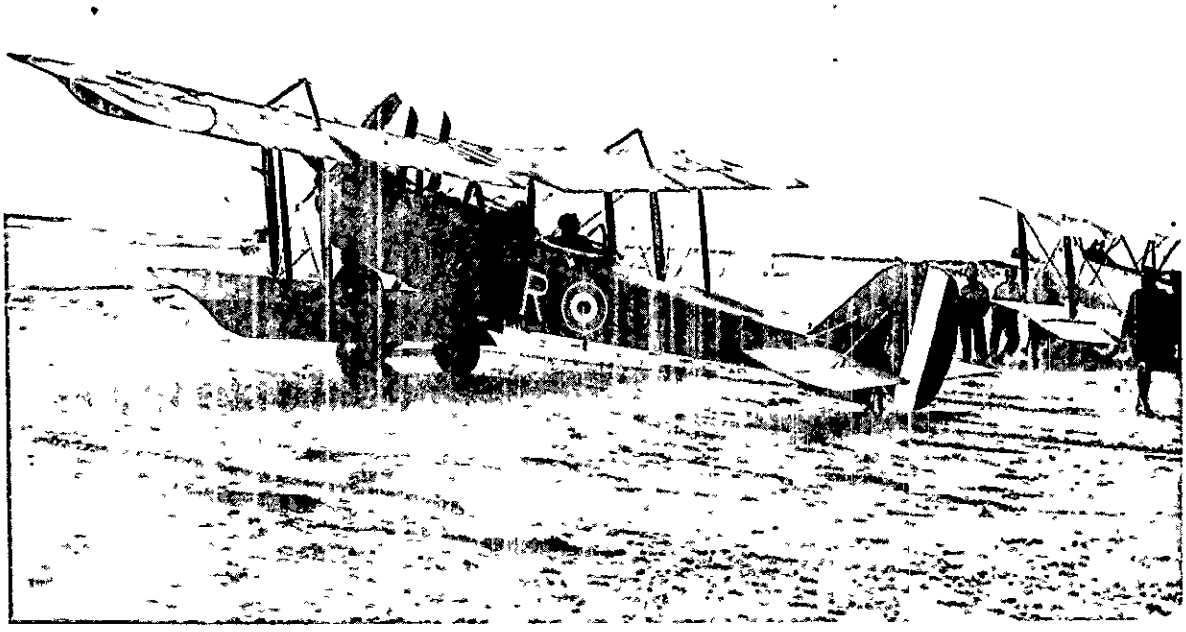
Sopwith Camel (British)

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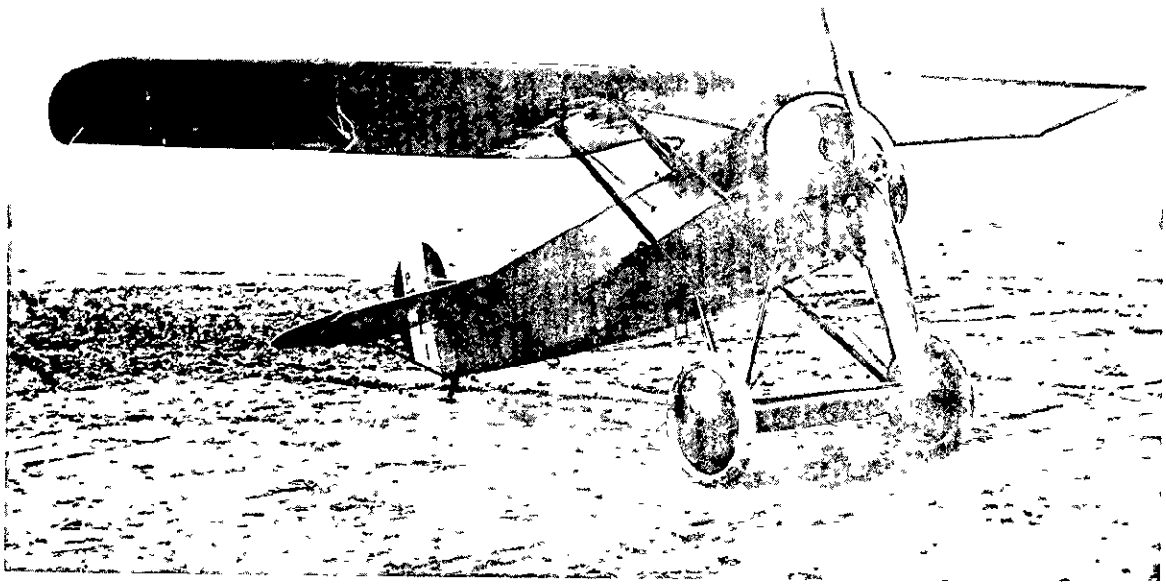
Bristol (British)



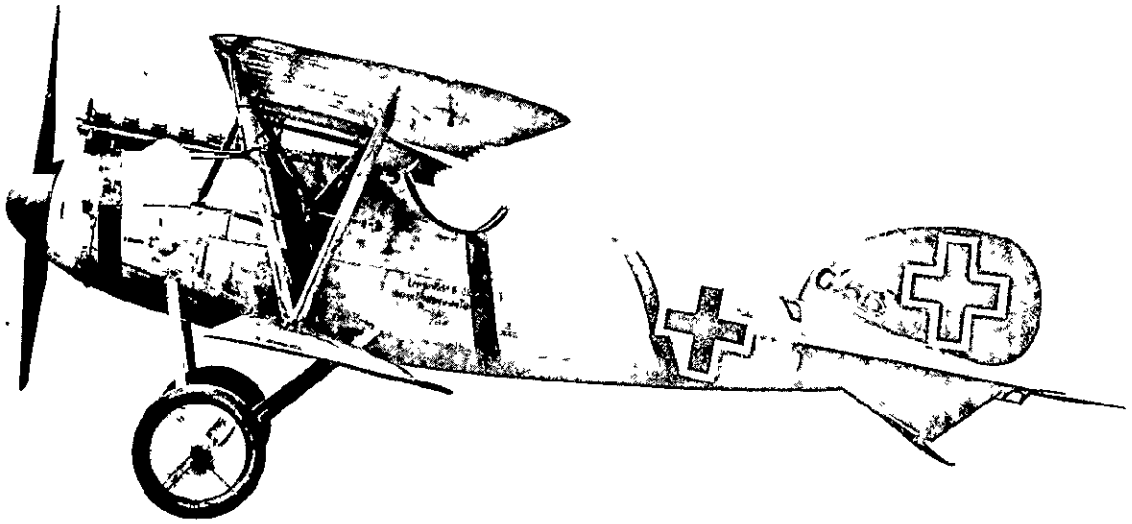
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Fokker (German)

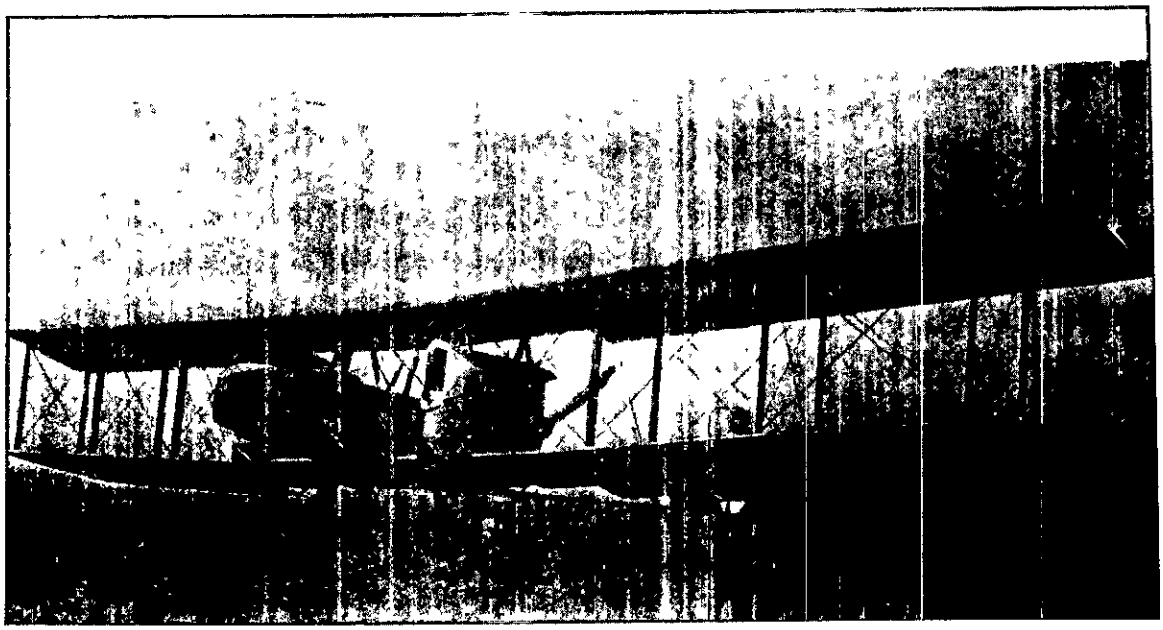


ALBATROS SCOUT. D. 5.

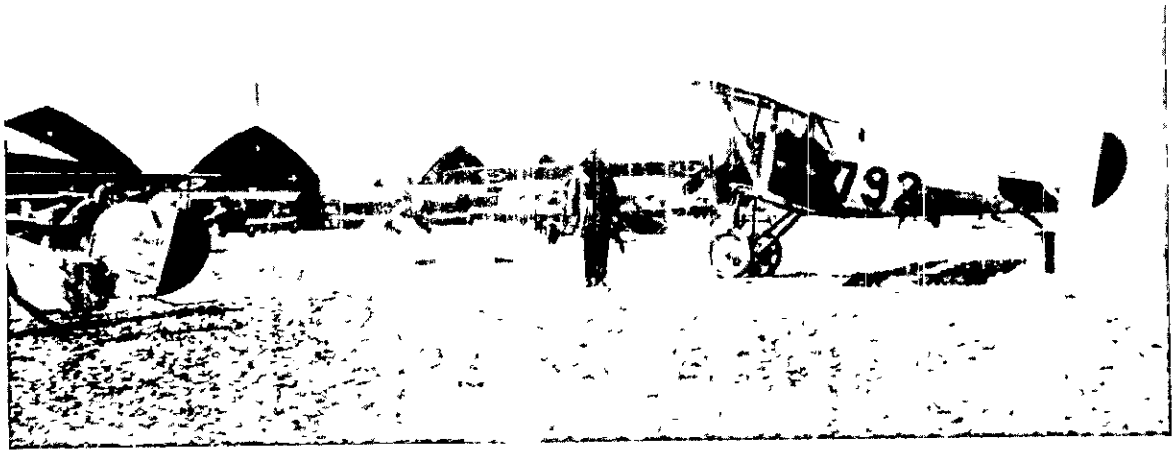
Albatross (German)

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Gotha G-4 (German)



Issoudun Flight Line, 1918

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are spending 20 out of 30 days in the trenches, the other ten digging trenches. We do not want the extra men and G.H.Q. does not approve of the French ordering the Div. Comdr to make the detail. It is arranged however that the Co. will simply not send for the Det., and in a few days 60 replacements will be up from St. Maixent* to relieve the difficulty. Called on Gen. Bundy in his room in a demolished house.

Sat. Apr. 27. Cit. rode with me as far as Troyon, then I came on & stopped at D/2 to arrange about the infantrymen. Toul at 12 M. [noon] where I had a hot bath, made some purchases, lunched at the Cafe de la Comedie and was in Colombey by 2:30. Foulois & party were gone, left on summons from Gen. Pershing to meet him in Paris. Day came up from Chaumont this afternoon.

Sun. Apr. 28. Left with Day in his Cadillac 8, dined in Chaumont with Charley Thompson at a new Intelligence Mess.

Mon. Apr. 29. Day lent me his Cadillac to run over to Bar-sur-Aube where I congratulated Tex Westervelt on his star--I am mighty glad to see him get it. Saw Gen. Hines about our balloon observers--then back to Chaumont for confab with Milling--left at 1:20 in an air service Fiat. Stopped in Langres/ and arranged with Perkins about orders for our men at Valdahon--just as I started away, I ran into Billy Haskell in the street--he had been offered the Lt. Colc'y. of his old 69th N.Y.// which is now under Barker in the 42nd Div. and says he expected to take it**--he is tired of the staff and the [AEF] Staff School which he is attending at Langres together with Pope Gregory, Henry Meyer, Burnett, Pillow and more of our class [West Point, 1901]. Some trees are entirely out, apple blossoms are at their best, people are all out ploughing--now just a ray of sunshine would make it look like real spring. Many of the fields are white or purple with spring flowers. A pleasant surprise at Valdahon was to find Col. Thayer in command, expecting me (Westervelt had wired from Bar-sur-Aube). Col. T. has come over in command of the 2nd Cav'y. Met Miss Cunningham, a Y.M.C.A. worker whom Westervelt told me to look up.

Tue. Apr. 30. Had Lts. Chapman, Stunkard and Montfollet (French) up for a conference on the aviation detachment. With Cols. Thayer & Wheeler (of Texas City and Harlingen polo days), went over to the balloon camp. Gave our 24 extra officers a brief talk, went to C/2's orderly room, but missed the officers. Lunched with Babcock, Crivelly and 2 French Adjutants and arranged about C taking over the 84th Co's. installation. Left in my Fiat and no wind shield with rain pouring. A little patch of snow recalls the fact that Valdahon is nearly 2000 feet high--they had a snow storm last

*Site of Air Service Replacement Barracks where the complete organizing and equipping (except aircraft) of Air Service units was carried out. (See map 1.)

/ See map 9.

//The 69th became the 165th Inf. Regiment.

**In the event, Haskell was not given the position.

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week. A peculiar fact, that while this place is perhaps 100 kilometers from the line, a Boche plane has flown over twice recently, and on the days that the Artillery Bgde [brigade] marched out. The Boche has good spies. I missed Clark & one of his Lts. who were supposed to be arriving in Besançon, but ran into Lt. Reis [American balloon officer], my new assistant who is just starting for Colombey. To Gray, then cut over to Is-sur-Tille, took a look at the new repair shop, a 200 foot bdg. This is a big place--numerous sidings and thousands of sq. ft. of store houses of all services.* Had a talk with Lt. Warren our Balloon man, dined with Charley Farmer the K.O. [C.O.] in his mess at Camp Williams on the hill overlooking the Receiving Station and rolled on in the dark with no lights, to Chaumont.

Wed. May 1st. A real May day, sunshine and a soft feel in the air of real spring--the first this year. After a visit to the dentist, to see Day, Milling, Gorrell & W.D. Smith. Gibbs showed me the S. [Signal] Corp's new equipment, a real up-to-date central, with American telephone girls, cable connections over our own lines to London, a new Thomas machine in which the operator typewrites the message onto a tape that feeds into a transmitter that sends the message. Similarly it is received on a tape--no personal equation in the operations at all. In Neufchateau, stopped to see Grunert the ass't chief of staff and was back in Colombey at 3:30.

Thurs. May 2. Out all day on airdrome hunting expedition with Monell and half a dozen others. We lunched at Gondrecourt, and on return, I dined with Van Horn, Monell and Harmon, the latter just back from a trip to Paris, and leaving to-morrow for London & the U.S. on liaison expedition, particularly to take back information about types of planes. We hear it was announced in the Senate that we would have 31 planes over here by July 1, from the U.S.!! Well, we will get but few more over here from the French and British.

Fri. May 3. To Toul--arrived just in time to hear the sirens announcing a Boche plane over the town and to see the anti-aircraft puffs in the sky, but the Boche was too high to make him out. I felt just a little delicacy about loitering around the station, as it seemed reasonable to suppose he had come over to bomb the 3:10 train that I was to take. However, our own 94th Squadron Nieuports buzzed up and the Boche left. Finally my train got away at 4 P.M. with no untoward incidents. At Gondrecourt, Lts. McCrary [McCreery], Ponder, ferry pilots who had just taken Nieuports to Epiez, got on the train. Nice youngsters, and all eager to get into a chasse [pursuit] squadron. Paris 11:10 P.M. where I fortunately found the car I had wired for. Emma was waiting up for me at 13 R.St. Florentin, also the good wife of the concierge.

*Is-sur-Tille, besides being a major storage area for AEF and Air Service supplies, was a training center for balloon observers and the site of an ordnance school.

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Sat. May 4. Emma took her bread ticket out this morning and bought a good loaf of brown bread--this with honey & coffee which Katherine had left provided a good breakfast, which I could enjoy after Father's comfortable bed. Shopped, then confabbed with Chandler at Ave. Montaigne till noon. When we went to lunch at a restaurant they asked me for bread tickets and I gave them some I had had issued at the Provost Marshal's office on reporting my arrival in Paris. In the afternoon, talked to Satterfield on the plane situation, then went out with Foulois to Orly.* This is quite an installation and has grown up practically in a night. Hangars, assembling shops, hdqts. etc. all lined up around a perfectly flat and level field--a perfect lawn. We have a lot of planes of various kinds in the hangars waiting for transfer pilots to deliver them to their destination or for their equipment to be completed. Maj. Bonnell of the 147th (Canadian trained) Aero Squadron [Pursuit] was there and wanted to take his planes out with his own pilots--but that is now tabooed. All deliveries are by transfer pilots.

Sun. May 5. To Ave. Montaigne, then to garage where I found the I.F. [Isotta Fraschini] I was to take to Colombey was not ready. Very good sermon at the Rue Berri Church by Dr. Goodrich. At two the Renault came, but instead of starting back called at Huntington's new headquarters in a branch of the Embassy--the Ambassador, Sharp, chanced to come in; he is from Lorraine, Ohio and was interested in hearing of Mr. Kerr's death. We rode out to Armenonville for a little fresh air. Paris is just now at its best--the horse chestnuts on the Champs-Elysees & the Ave du Bois are perfect. It did not look like a wartime Paris--every one, large and small, was out, the Bois was full, the Ave du Bois crowded and everyone apparently happy. At the Ritz I ran across Bricker, Cresson who is now with the Belgian Hdqts., & Phil Corbusier, and on the Rue Royale who should loom up but Mathy Johnson [Johnston]--no shorter and much heavier. We dined together at the Hotel Edouard VII then came back to the apartment for a good chat. He is here in command of a regiment of some 3600 men or more including a bridge building, road building outfit, transportation battalion & I don't know what else.

Mon. May 6. Huntington and I started out in the Renault. Lunch at Haussimont with D/3/ where I found Boettcher--Saw Christy [Christie] and the 99th [Observation Sqdn]. Took B with us and stopped at Vitry-le-Francois// to drop Huntington so he could take the train back to Paris.

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*An airfield a few miles south of Paris. It was the main ferry point for U.S. Air Service planes, all of which (except for some DH-4's)--now and later--were obtained from the French and British. It was the Air Service Acceptance Park No. 1 for aircraft. It also contained an air depot for spare parts, supplies, and equipment. Today, it is the principal airport for Paris.

/Balloon Companies A, B, C, and D of the 3rd Balloon Squadron had arrived in February 1918. In June these became the 5th, 6th, 7th, and 8th Cos.

//See map 4.

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To our great relief, the man at the window sold him a ticket without a word, even wanted to sell him a 1/4 fare "militaire." Bonnell & a carload of his pilots overtook us beyond St. Dizier. Found Aleshire & Jones both of the Cav'y but detailed to the Air Service as lt. cols.

Tues. May 7. A wreck, the result of filling up on some macaroons and chocolate that Bonnell threw over from his car as we came along the road yesterday afternoon, then drinking some poisonous beer at Toul on top of the other mixture. Johnson & Noel [a newspaper reporter], the latter of Ft. Myer days 1908 when the Wrights were there, dropped in to-day. It appears that [James Norman] Hall, the Lafayette man transferred to the 94th, is gone. Three of the 94th* were on patrol, over the Boche lines north of Pont-a-Mousson attacked 4 Boche planes, at the end of which a Boche got Hall who went down in a vrille [spin]. They thought he appeared to level up as he got toward the ground, but no one saw him land.† Two transfer pilots coming from Paris to Toul with planes for the 94th have not arrived, and must have wandered over the Boche lines near St. Mihiel. Hereafter they will not be sent to a point as close to the lines as Toul.

Wed. May 8. Ayres [Aleshire] takes the place of Leasure who goes back to Tours. Monell and Lovell left for Paris to-day, on a joy-ride.

Wed. May 15. This is getting to be the active and open season for aviators. McCreery and Ponder, two of the transfer pilots who were on the train with me going to Paris about ten days ago, were bringing out Nieuports last Saturday. Near Fere-en-Champenoise, McCreery suddenly shot up from below, cut a strut cleanly out of Ponder's machine, cut the tail off of his own, and both came down from 700 meters. Ponder landed safely, McCreery smashed up completely and was buried at Mailly on Monday.

Yesterday afternoon [Melvin] Hall phoned from Toul that an AR in flames, dived straight to the ground north-west of Boucq. It was one of our 12th Squadron machines, Angell, pilot, Emerson, observer. They think something went wrong with motor, and it caught fire. Cresson came along day before yesterday with Maj. Tinant of the Belgian Army. I sent them up to Mitchell.

This morning I took Maj. Finney and Lt. Cleveland, over from the States on a dirigible balloon commission, up to B/2. Butler put the balloon up with Taylor as observer, but the clouds were very low, so he could not go very high. To-morrow there is to be a ceremony at the Toul airdrome when the French are going to decorate half a dozen 94th Squadron men.†† Hall &

*Hall, Rickenbacker, Edwin Green.

†Hall was shot down and captured. He had a broken ankle and broken nose but otherwise was not injured.

††Rickenbacker, Hall, Chapman, Peterson, and Meissner. With the exception of Rickenbacker, these men had been members of the Lafayette Escadrille before transferring to the U.S. Air Service.

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Chapman's names both appear on the list, tho' they are both in Bocheland and probably both dead.* Lts. McLachlin and Forman, Equipment Manual Board,/ came along the other day. I took them to Toul, we lunched with Atkinson at the 94th & 95th airdrome, then on to Ourches, which we had to approach from three different directions before finding a road that was not hub deep under water. Royce commands the [1st Observation] Group,// 1st & 12th Squadrons, and they are doing excellent work. His photographic establishment under Capt. Griffin is a wonder. They have taken some excellent pictures on the Boche side opposite our division, and have a beautiful installation at the airdrome. They have a homing pigeon equipment, are doing all the regulating for the artillery in the 26th Division, except that done by the balloon, and have done some general reconnaissance. Royce and a couple of others have been decorated for continuing a photographic mission after being attacked by Boche planes. Gen. Shipton, anti-aircraft, came in yesterday afternoon and was with Van Horn last night. Joralemon & I dined at 1st Air Depot with Page last night and afterward played bridge with him and Mahoney. Lt. Col. F. M. Jones is there now to relieve Page of command. Aleshire has relieved Leasure here as head of Administration. Gen. Shipton with his aide Lt. Gordon, came in to the office this morning, to talk protective balloons, anti-aircraft etc., and invited me to go with him on a tour. We first struck for Froville** where British Air Hdqts. is installed. This is Gen. Newall's hdqts. He has a beautiful chateau which he rents for 250 fr. a month! Small wooden huts have been put up in the park for the use of his staff. Lt. Col. H. G. Worsley in charge of A-Aircraft defense showed us all his preparations for defending British airdromes with 3" guns, m. [machine] guns & searchlights. They are using no balloons. At luncheon I sat on Gen. Newall's left. He is an active, live wire about 37 years old, very keen on bombing and anxious to go after the Boche. Lt. Col. Ellington--on his staff. Gen. N. showed us some interesting photos taken by his bombers just as they were dropping their bombs on Mainz, Stuttgart, & other places. He is anxious to get started on a big bombing program. From Froville we went to Flavigny and called at Anti-Aircraft Hdqts. A capt. showed us their plans and then phoned up to Pont-St. Vincent, where we found Lt. H_____ waiting for us. He explained just how the protection balloons are placed, how they man them, sent one up to 1200 meters [3900 feet], showed us his shock absorber for adjusting the bridle. They have been loading the tail with 10 kilos [22 pounds] of sand, to give the balloon the proper angle. Since Feb. 19, one Boche has come to Pont-St. Vincent, he must have had wind of the balloons or seen them, as he turned round and went back to Nancy to drop his bombs. The barrage is evidently efficient.

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*James N. Hall was a POW; Charles W. Chapman, Jr., had been killed in combat on 3 May 1918.

/The Board was over from the States, studying equipment being used by the AEF in order to prepare up-to-date manuals.

//The group was under tactical control of the French XXXVIII Army Corps and under administrative control of the U.S. I Corps.

**See map 8.

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We had a beautiful ride down the valley of the Moselle to Toul, where I left Gen. Shipton and Lt. Gordon at Col. Mitchell's office and came on home. This has been another banner day for the 94th: three Boche planes and two Boche balloons. Marr got one of the planes--glad to see it.

Thurs. May 16. Col. Monell back to-day--has been up on British front. Mitchell in, and Maj. Armengaud dropped down from G.H.Q. I resumed flying to-day on the new 23 meter Nieuport sent from Paris for my use. It is a dual control, similar to the one I flew in with Fumat at Hill 402 last winter--80 h.p. Rhone motor. I first went up with Lt. Morlan to get my hand in. He is an old hand at the game, was an exhibition flyer in the States before the war, and recommended by Page as being a first class aviator. The motor hummed as nicely as could be desired, all conditions were good--we took the air--I flew the machine around for 15 or 20 minutes over Colombey and the neighborhood, brought it down fairly close to the ground to land, then turned it over to Morlan. He took it, then seemed to be uncertain what he would do, let it come down on a bad part of the field, rolled along a short distance, hit the tableaux de chocolat* and gracefully the machine turned over on its back, fortunately doing very little damage to it. In the front seat, the windshield is right up against the pilot's face, consequently I bumped my left eye on it, broke my goggle and came out with a fairly good cut over the eye--fortunately not in it.

Fri. May 17. Lt. Cols. Baldwin (personnel) and Hutton (materiel) came in this evening by air on machines being delivered to 1st Air Depot.

Sat. May 18. Took a Board to Amanty to inspect the 88th (Anderson) and 91st (Reynolds) [Observation] squadrons which are preparing to go to the line. The squadrons are in pretty good shape, but short on equipment. Gen. Castelnau, comdg. the group of Armies of the East, was in. We were all introduced to him and he made a little speech in which he said he hoped the American aviation would continue to progress. I wonder what he meant as there are several ways of taking it. One thing we know for certain, the French are disgusted with the slowness of our aviation, as well as the Americans. Gen. C. is a small man, with a little of the eagle-look of Napoleon, well over 60 years. He was the comdr of the 1st [French] Army which defended Nancy soon after the Battle of the Marne [1914]. The German Emperor was present with his White Hussars at the Battle of the Grand Couronne de Nancy, and announced that he would ride into the city at the head of his White Hussars. Had he succeeded in doing so, he might well have rolled up the French Army and won the war. Lunched at Amanty with Anderson. After lunch to Epiez, at the invitation of Maj. Bonnell, comdg the 27th & 147th [U.S. Pursuit Sqdns.].† He has a good organization, all Canadian

*French slang for uneven ground, similar to the wavy top of a bar of chocolate.

†Actually, Bonnell had the 147th, Harold Hartney, the 27th. Later, Bonnell commanded the 1st Pursuit Group, to which the two squadrons belonged.

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trained. At 4 P.M. I umpired a ball game between the officers of the two squadrons--It was some game, with some kicking--not too much--and enough scoring to make it interesting. The 27th won 9-7 in 7 innings. I ran onto McKillip with whom I went to school at Orchard Lake, in 1896-7. He is a major and veterinary at Neufchateau. During the game, Van Horn, Monell, Capt. Lamb* of Ochey and some other Royal Air Service/ people from east of here came in. After the game, two of Bonnell's pilots gave an exhibition on their Nieuports. They are good pilots and handle their machines well. None attempted the loop, but they did some pretty renversements [half roll followed by half loop], spins and banks. After the flying, we all adjourned to a little clearing down in the woods, where a fire was burning and the barbecue on. For tables they had set up some pieces of corrugated galvanized iron on sticks set in the ground--benches made of the same. Next to me was a R.A.S. [Royal Air Service] man who proved to be an American named Waterous from N.Y., who had trained in Canada with Robert Lahm and spoke very well of him. We had roast pork, baked potatoes, pickles, bread, butter, cheese and beer for supper, interspersed with songs, cheers, a string orchestra from Neufchateau and some very good dancing by a young pilot named Prince [Prinz] of the 147th. Truly this does not seem like war. Well, it is a good thing to forget it occasionally.

Sun. May 19. I forgot to record that we have a bridge game very often these evenings in the mess. There are no real experts, and it is just good enough to be interesting. I am on both the winning and losing sides--as much on one as the other.

The 147th and 27th came over to-day--I was roped in to umpire a game between their officers and those of the 1st Air Depot. The latter won 3-2. Word came in about 1 P.M. that Lufbery had been brought down. It seems a two seater Boche came down over Toul, then on to Ochey. Our people got the alerte [sic] and went up--Lufbery had been up, came down & heard the report, jumped into another machine, found the Boche near Pont-St. Vincent and attacked, but was set on fire and jumped out of his machine to keep from being burned up.// Too bad. The new Chief of Air Service, Gen. Patrick** was thru to-day with Rusty Burtt. This appointment comes somewhat

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*This may be Group Capt. Lambe, Royal Air Force.

/i.e., Royal Air Force.

//It is equally possible that Lufbery was thrown from his plane, but whether he was thrown out or jumped can never be proved. For further details of Lufbery's interesting career in aviation and of his death see Hall and Nordhoff, The Lafayette Flying Corps, I, pp 328-338; see also Mitchell, Memoirs of World War I, pp 200-202; and Rickenbacker, Fighting the Flying Circus, pp 94-97.

**Patrick would replace Foulois on 29 May and continue as Chief of Air Service, AEF, until after the Armistice. From 1921 to 1926 Patrick was Chief of Air Service and from 1926 to 1927, Chief of the Army Air Corps.

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like a thunder bolt. While a change might have been predicted, no one would have looked for Gen. P., an engineer, to step into the position. Foulois comes up[from Tours] to take command of the Air Service of the 1st Army, which is a good thing. Someone should have been appointed to that position long ago.

The "popote" [mess] took its supper and went a couple of miles into the woods this evening. It was beautiful, fresh and green. Joralemon fried bacon and scrambled eggs--we stayed till nearly nine, still daylight, to play with Louise's children whom she had brought along for the party. Found Cushing when we came in. He is just back from the Lafayette Squadron where he has been making sketches of the members of the squadron and what they do from day to day.

Mon. May 20. To-day I have seen one of the most impressive ceremonies of all my life. It was Lufbery's funeral. Word came from Mitchell that it was at 4 o'clock. Van Horn & Monell had gone to Chaumont, so I took Churchill and Zinn. We all met at Mitchell's office in Toul, then out to the Sebastopol Hospital where we found Gen. Edwards, comd'g the 26th Division, Lt. Col. Stimson, former Sec'y of War, now on Gen. Edwards' staff, Gen. Passaga, comd'g the 32nd French [Army] Corps, a fine looking soldier, tall, very gray, 55 years old at least--then the various staffs, including the aviators from 94th & 95th [Squadrons], Royce from the 1st [Observation Group] etc. Lovell got in from Paris just before the ceremony and with Zinn took care of the flowers, wreaths, etc. presented by both the French & Americans. Huffer, Peterson & Marr, the last two old Lafayette flyers with Lufbery, were the American pall bearers--there were three French aviators on the other side. With one of our bands, a company of the 26th Div., a French infantry company, a squad of the Marocan [Moroccan] Division, officers and nurses, we marched to the American cemetery not far from the hospital. Lufbery was No. 55 in the row, 54 was Blodgett of the 95th Squadron who was brought down a few days ago by a Boche. Gen. Passaga spoke briefly and very impressively--after the Chaplain had finished his services--he spoke of camarade [comrade] Lufbery and the Entente Cordiale,* Mitchell read a translation of it--then Gen. Edwards spoke--he is very good. He spoke of the protection the Air Service is furnishing the infantry. Mitchell then spoke--and had Huffer translate it into French. During the services, we could hear the Nieuports droning overhead, sometimes loud as they went over us, then quieter as they flew away. Toward the close, one by one they throttled their motors, spiralled gracefully down, passed over our heads only a little way up and each as he went by scattered a handful of flowers that fluttered down

*Entente Cordiale. The "cordial understanding" between England and France, 1904, which settled numerous foreign issues, permitting the two nations to become firm friends. Later the expression seems to have been used rather loosely to mean a "cordial understanding" between any two nations; in using it here Gen. Passaga probably was referring to the United States and France.

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around the grave. Then they put on their motors and buzzed off again, back to the duty of shooting down more Boches, and being shot down. It is a great and wonderful game. Lufbery got away with it for a long time, then suddenly when fighting only one Boche, a two-seater to be sure, he is brought down by a chance bullet that sets fire to his gasoline and causes him to choose jumping out and being dashed to death, rather than burned up. However he had sent 18* Boches down, so the score is in his favor. His life was an odd one. Born in the Pay de Dome, central France, of American father and French peasant mother, at twelve he became a wanderer, came to Paris, wandered into Germany, down to Africa, back to his home--found his parents had gone to America, so followed them to Wallingford, Conn.; then to Cuba and the West Indies--enlisted in the 20th Inf. and served in the Philippines for 2 1/2 years, then continued his wanderings in the Orient, got in with Marc Pourpre [Pourpe], the French aviator, as his mechanician, returned to France with him, the war broke out--he finally started training as a pilot, but was such a poor one that he only succeeded in becoming a Voisin bombing pilot--later transferred to chasse and there seemed to find his place.† Majs. Wardwell, Allen & Robertson here for a conference; Lt. Baxter, in training for air intelligence, back from two months in the hospital. The Handley-Pages buzzed over town last night, so low we could see them as plainly as in day time--even the light in the fuselage shown through. Two hours later, about midnight, I heard them coming in again--some Boche town rec'd a good load of bombs.

Wed. May 22. Clark came in last evening, had brought 12 of his men to Gondrecourt for a course in machine gunnery. His company is getting along very well at Valdahon. There has been a busy board buzzing here for a couple of days, trying to decide what the supply system is to be, repairs etc., parks, depots etc. Jackson was here to-day with Frankie Bell, conference on relations between Air Service and Engineers in the construction of airdromes. This morning Kurtz, a youngster who went thru here the other day on his way to join the 94th & 95th for instruction, came down in flames on the Toul airdrome to-day. He was trained in England as a machine gun instructor for our school and was on the front to gain a little practical experience before entering on his duties. His machine caught fire in the air.††

Thurs. May 23. One of the 1st Squadron Spads went into a vrille [spin] yesterday afternoon as it was getting up, crashed into the bank along the

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*See above, p. 53 , note.

†For additional--and more accurate--details of Lufbery's career, see Hall and Nordhoff, The Lafayette Flying Corps, I, pp 328-338.

††Later evidence (see especially Rickenbacker, Fighting the Flying Circus, pp 89, 90) indicates that Kurtz fainted while in the air and that his plane caught fire after it crashed.

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road at Ourches. The pilot died last night, the observer this morning.* Off on an airdrome site-hunting expedition in the afternoon, s.w. of Gondrecourt. The best ones have all been taken up, so we have difficulty finding anything suitable for night bombardment which is what we are looking for. Lt. Carr down from the technical section in Paris, on liaison trip--to find out the difficulties with materiel etc.

Sat. May 25. Page, Rhoades [Rhoads] now at Toul with 1st Corps Air Hdqts., the Adj. of the 1st Air Depot--Capt. McQuillan, an old artillery soldier, now constructing Autreville,/ came in. Lovell & I took a walk before dinner to the 1st Air Depot. One hangar filled up with crashed Nieuports, others with Sops, A R's, Salmson's, Spad biplaces etc.; fifty machines for repair and yesterday they had one Frenchman on the job! Now they are gathering up 75 motor mechanics, air service mechanics etc. and expect to get to work. They are several weeks behind in the meantime. A Nieuport type 23, twenty-three meter, has come to add to my list of machines. This afternoon Joralemon, Lovell, Zinn, and myself went to Toul, stopped at Mitchell's office, and then out to Gondreville// where we found Reynolds and the 91st getting settled. They are pretty well located--photographic building fitted up, barracks quarters etc. In spite of their poor propellors, they flew 13 of their machines over from Amanty and all arrived, one throwing a piece out of its propellor just as it arrived over the field. The Salmson is a fine ship. From Gondreville we ran up to the French park at Redonte de Gondreville. This was not as much of a place as I expected to find--Capt. Wilson is there in charge of 70 of our motor mechanics who are supposed to overhaul engines and do repair work, but as far as I can see, not very much work is being done here. They have a dozen or more motor stands, a double testing block, and one store building with spares and supplies, but it is a comparatively unimportant park now. Col. Baldwin, comd'g the British bombers in this section, was in to-day. He is a youngster for his rank--comes from the Hussars and was at Saumur in 1910. He enjoyed his year there as much as I did mine--but said he had difficulty keeping up with the French in working all day and playing all night.

Sun. May 26. It looked so threatening this afternoon that we almost gave up taking our supper to the woods, but the "Proprietaire" of the house, on being consulted said it would not rain, and my landlord, the precepteur [teacher] assured me it would not, so, as the embargo is on using autos for picnics, we each loaded up with a cargo, mine consisting of a double-decker coffee pot or percolator, and found a beautiful shady spot off the road to Vezelise not far from town. Joralemon insisted on demonstrating his ability as a cook, acquired in the Arizona mining camps, and made some good scrambled eggs. The flap jacks were not such a success, but we ate them just the same.

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*The pilot was Lt. Walter V. Barnaby, Air Service; the observer was Lt. Kenneth Colbert, Marines.

/Autreville became a major airdrome for bombardment units.

//See map 4. The Gondreville airdrome was used by observation units.

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Mon. May 27. Took Lovell and went to Vaucouleurs to inquire into the state of the newly arrived 139th [Pursuit] Squadron, Maj. Ankstrum [Angstrom] comd'g. This is another Canadian trained squadron and looks pretty good. Capt. Eckman, the constructor is doing good work here and will have the place ready for more squadrons in the near future. From V. we went to Ourches and listened to Royce's troubles, especially the Hispano-Suiza, a 220 h.p. [engine]. Five machines out of 12 in commission to-day--engine trouble responsible for the others. Jones, B.Q. was thru here the other day,--landed in England, flew over from London to Paris--then got a Nieuport and took in Issoudun,* Tours, Ourches, and a few other places, returns to London and will be ready to sail in a few days. No one else could pull off such a stunt. Anderson was at Ourches, ready to begin moving over with the 88th from Amanty to-morrow. Got the very sad news that John Mitchell had been killed in landing on our airdrome at Colombey.--Later learned he had come down in an 18 meter Nieuport, tore off his tail skid, and part of both lower longerons, went up again and his controls failed to work--he nose dived and was thrown out when his belt broke. He was a particularly nice boy, much more genial than his brother [Billy], tho' not so much ability.

[Editor's Note:

The third German offensive of 1918 was the Aisne, which began on 27 May and ended on 5 June.

As originally planned the operation was designed as a strong diversion to draw Allied reserves from the northern end of the battle line (Dunkerque, Poperinghe, etc.) where a major attack in mid-June would be launched. But the Aisne affair quickly grew into a large-scale effort that stretched over a 50-mile front from Abbecourt/ to Reims. At the end of the first day the Germans had advanced up to 12 miles; Soissons soon fell; the outskirts of Chateau-Thierry were taken and the Germans planned to break across the Marne at that city. On 30 June, with the British and French in full retreat, the U.S. 3rd Division was moved by train and truck 110 miles from its training area near Chaumont to the Marne at Chateau-Thierry. Conjointly with the French, machine gun units of the 3rd for four days stopped the enemy's advance and the main body of the Division drove the Germans back to the north bank of the river.

Meanwhile, the U.S. 2nd Division was moved from its training area northwest of Paris to a six-mile front near Lucy-le-Bocage, across the Chateau-Thierry-Paris road. There it stopped the Germans cold, and on 6 June went over to the offensive, recapturing Belleau Wood, Bouresches, and Vaux.

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*Issoudun was the Air Service's main training center in France. It began operations in September 1917; at the end of the war it had 14 flying fields, with buildings, shops, hangars, etc.

/For Abbecourt and the other places involved in the third German offensive, see map 6.

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Meanwhile, too, at the end of March and during the first week of April the American 1st Division had been moved from its quiet sector near Toul to the very sensitive area back of Montdidier, north of Paris. On 28 May, after careful rehearsal, the Division's 28th Infantry Regiment seized the heights of Cantigny which--with help from a battalion of the 18th Infantry Regiment and one from the 26th Infantry Regiment--it held against heavy attacks.

The fine work of the three U.S. divisions at Chateau-Thierry and Cantigny gave a tremendous lift to sagging British and French morale.

The U.S. Air Service did not participate directly in these actions, although a number of pursuit, observation, and balloon units were active in the quiet Toul sector.]

Tue. May 28. Several of us went to the Sebastopol Hospital north of Toul this afternoon to attend John Mitchell's funeral. He was buried at the same place as Lufbery--whose funeral was so impressive a week ago. Since then several new graves have been filled up, one of them Kurtz, the 94th Squadron, and now they have started a new row. I took Lovell and Joralemon to "B" Co. and took J. up for his first [balloon] ascension. As the clouds were low and a Boche had dropped out of them and fired on the balloon once, we went up to 200 meters only. The Ochey bombers were particularly active last night, buzzing most of the night, so we went up there to-night with Fargo and another lieut. of the Supply Section. The Handley-Pages were out, also the F.E.'s* with their 6 cyl. Beardmore engines, but unfortunately the clouds came up preventing their starting as planned. We talked to the F.E. pilots--they like their engine, say it is entirely reliable, but the machine is getting out of date. It will not carry 400 lbs. with full load of gas, oil etc. One H. Page was loaded up with 14- 112-lb. bombs--they carry 16. This machine is a monster and a wonder. With a machine gunner way out in front, pilot just behind him, bomber behind that, and in rear one machine gunner firing up, another down thru the fuselage. At the Toul airdrome this afternoon I saw the Nieuport in which _____/ was brought down yesterday. It has several bullet holes thru it--He was in a fight over Montsec, when a bullet went thru the fuselage, thru his right leg above the knee, making a big tearing wound, signs of which were well sprinkled over the cockpit. He glided back and landed just outside Beaumont, where our troops rushed out and carried him in to a dressing station. In the meantime the Boche started to shell the machine on the ground, so they could not go near it. During the night they got it back of Beaumont and hauled it in to-day. Campbell got his 5th Boche yesterday// and while we were on the airdrome another pilot, Henderson I believe, came

*British designation for Farman Experimental.
/This is almost certainly Lt. Willard D. Hill, 94th Pursuit Squadron.
//Thereby becoming the first U.S. Air Service "Ace."

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in from bringing down one.* These are busy times in aviation. The new offensive, so long expected, broke early yesterday morning. The Chemin des Dames and region between Soissons and Rheims are the main objectives and reports say the Boche has almost reached Fismes. I saw the French make their drive in this region in October--a gain of a few kilometers after a preparation of several months--then the Boche retakes it all in a day.

Thur. May 30. Supposed to be a holiday but a busy one here and very interesting. We hear that the Boche has taken Soissons and Rheims. About noon Day phoned up & wanted to know how many trucks we could furnish--in 3 or 4 hours, to be gone 3 or 4 days. Evidently another one of our newly-arrived divisions being rushed to the line. This was followed by a phone message from Gorrell, saying the 27th & 147th [Pursuit Squadrons] would move to Toul at once, reporting to the C.A.S. [Chief of Air Service] 1st Army,/ and orders appointing Gen. F. [Foulois]// to that position will come out at once. Bonnell reports he will move at daylight. Mills, Fargo, Steever, Stevens, Zinn, & myself went to Ochey to see the British bombers start. We arrived in time to see nine French bombers come in at the upper end of the field--landing in the glare of their searchlights on the ground, and the flares under their wings. Finally the Britishers came out, and climbed into their F.E.'s and big Handley-Pages. One of the first started across the field, ran one of his wheels onto one of the numerous bumps and crashed his landing gear. One of the first up reported conditions bad, by firing a white rocket--several of them then landed, but some went on. Thionville was to be the objective. It was interesting to see them land--most of the machines came down in the beam of the searchlight, lit their flares, then put their machines on the ground perfectly. One man came in without the searchlight, no flares--simply in the dark, but he seemed to have no difficulty. We adjourned to their mess on the invitation of a Canadian who was "orderly officer of the day," and well lit up to celebrate the occasion. At the mess, we met a Lt. Richards, a bomber, who was up with his pilot last Monday night, engine stopped while they were behind the Boche lines, they landed in the dark in a sort of quarry, smashed their machine, an F.E., completely, got out with no more damage than a cut over Richard's eye. They ran for a mile, wandered off toward the south, ran into a Boche heavy battery, but got by somehow, ran into barbed wire and thanks to the noise they made trying to get thru, were heard, the Boche

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*No one in the Air Service named Henderson was officially credited with a victory. Evidently, Lahm meant Lt. John A. Hambleton of the 95th Pursuit Squadron who was officially credited with shooting down a German plane on the 28th of May.

/First Army was not officially formed until 10 August 1918.

//Foulois would be responsible for conducting all U.S. air operations at the front and for the final training of all Air Service units. He replaced Mitchell, who became Chief of Air Service, First Brigade. (See entry for 3 June)

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opened on them with machine guns--finally they managed to get under the fence. At daylight they hid in the woods & fortunately were not discovered. They were so near the front line trenches by this time that there were few Boches about, tho' they saw a number. After dark they again crept forward, got past the scattered first line posts and came to the River-Muerthe evidently. The pilot was not much of a swimmer, so Richards went over once to see that everything was all right--then came back and they both swam across--about a 20 yard swim. The river runs thru No Mans Land. They got thru the French lines without being halted. Only once a sentinel called, Richard answered "Pardon" and they went on. They finally came to a regt'l P.C., were taken in and given something to eat, some dry clothes and a chance to sleep. Afterward they were taken to Nomeny, then sent home to Ochey. One of the bombing teams came in--said they had dropped their bombs on Metz and thought they had broken some windows!! No doubt of their having done that. We left about 1 A.M.

Sat. June 1. A hurry call from Haussimont, to-day, saying they might have to evacuate at once--so with Schultz as pilot, and a fine new Salmson as bus, I left at 3:10 P.M., arriving at 4:05 after a pleasant cross country ride via Amanty, Gondrecourt, St. Dizier, Vitry-le-Francois. I found Murphy and learned the truth--that this was just another effort on the part of the French to get us out, using the [German] drive as an excuse--so I adjusted the necessary difficulties--dined with Murphy and came home in the evening, landing on the 1st Air Depot field.

Sunday June 2. Foulois & Burtt came in to-day, said they were going to Toul to-morrow & would probably want me to go with them--also said a cable had gone to the States recommending me for full colonelcy. Lovell & I took a walk over the field and thru the hangars at the Depot to-day. Ships are beginning to accumulate now. Just at dark, the Ochey bombers tuned up and started to take the air. One big Handley-Page came directly over us--they are monsters.

Mon. June 3 Was out at the field before 9 for a flight when a phone message came that I was wanted at the office. Foulois wanted me to go to Toul with him [as a member of Foulois' staff]--He is here to take over as C.A.S. 1st Army, Gen. Patrick [new Chief of Air Service, AEF]* comes to Chaumont, Burtt will be there with him, Whitehead stays at the rear [at Hq. Service of Supply, Tours]. We went to Mitchell's office--he was pretty sick over the proposition, but said he would move out any time.† We talked over the situation from all sides--lunched with Mitchell, Hall, Royce, Atkinson, Huffer. Continued the plans for taking over--Mitchell exposed

*Patrick had replaced Foulois as Chief of Air Service, AEF per Gen. Order No. 81, GHQ AEF, dated 29 May 1918.

†Mitchell, having been replaced by Foulois as Chief of Air Service, First Army, would soon become Chief of Air Service, First Brigade. (See below, entry of 25 July 1918, for a subsequent development in the Foulois-Mitchell drama.)

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his latest plan for the organization of the air service and gave me large blue print diagrams of it. Later we all adjourned to the Toul airdrome to meet all the aviators and squadron commanders. I dined at Van Horn's--Rubottom & Creighton are there--after dinner Foulois and I worked on plans for the organization of the [First] Army Air Service Hdqts.

Tue. June 4. F. and I went to Neufchateau this morning, found Heintzelman had already gone to Toul to supervise the transfer of the office. Craig explained what Gen. Liggett's [Commander, First Army] instructions were, and they were very definite. Mitchell was to turn over everything in his office, personnel, records, everything--and get out. We went up to Gen. Liggett's quarters and he confirmed this. It was noon but we came right thru to Toul. (A curious thing happened in the 147th to-day. As we were on our way to Neufchateau between 11 and 12, we saw two airplanes to the east and fairly high, acting very peculiarly. At first it looked like a fight, but soon we could tell that was not the case. One plane seemed to wander around, turning right, then left, the other following at a distance, finally they disappeared to the south-east. As we were leaving Neufchateau, Ord, Gen. Liggett's aide, ran up and said an airplane had crashed in a little town out from N. and the pilot was badly hurt. In Toul we learned that a patrol of the 147th was out, one of the patrol, Lawrence, wandered away, headed south, the patrol leader [Lt. R. A. O'Neill] followed and tried to guide him back but without success, finally near Neufchateau, he went into a vrille to the right, came out, went into another to the left, and crashed--was killed. The patrol leader landed immediately, but could do nothing for him.)* Mitchell and Heintzelman came in from lunch and the transfer took place--it was almost tragic. Gen. Liggett's instructions were definite. Everything was to be turned over that was needed. F. interpreted it to mean practically everything. Mitchell first named one thing, then another--then the personnel, he wanted to keep different ones--in every case, Heintzelman stepped in and repeated the General's instructions. Finally it came down to his own desk which he said he had had for some time--he was told to keep it, but the men broke it up in trying to move it, so Mitchell finally said he did not want it. All correspondence is to be left and I am to check it up, separating what is strictly Corps, from Army. Mitchell takes Miller, Boyrévin, Adj. Fumat, a civilian clerk and a couple of chauffeurs./ He leaves Majors [Melvin] Hall, Pulsifer, Capt. Kelleher, Lt. Rhoads and practically all the office force, most of the transportation, maps, charts etc. Heintzelman insisted on Mitchell's going back to Neufchateau with him. I got rooms at the Hotel de la Comedie for Foulois & myself, sent up to Colombey for my pyjamas and tooth brush, and stayed right there. The Air Service Hdqts. 1st Army is now suddenly and unexpectedly established in Toul and we are on the job.

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*The 1st Pursuit Group Diary states that Lawrence's plane was hit by antiaircraft fire.

/All members of Mitchell's staff.

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Wed. June 5. Mitchell came back this morning, and with Maj. Marques, [French] Corps Air Service Comdr., we called on Gen. Passaga. He was very cordial--and is a fine looking old soldier. F. [Foulois] went on to Colombey and then on to Chaumont, leaving me to hold down the lid.* Ran onto Cubbison who is Gen. Lassiter's forerunner, with the Corps artillery. Now I am writing in bed at the hotel, to the accompaniment of the British Handley-Pages and F.E.'s going out on their bombing missions across the line.

Sat. June 8. Thurs. was occupied getting into operation--Miss Richards, whom I knew in Coronado [Calif], and Miss McCormick, of reaper and binder fame, arrived Thursday evening as part of the office force. They have already lived in Toul, as a part of the force at a refugee asylum at Dammartin. Yesterday I tried to get a new and larger building as we are beginning to outgrow this one already. Maj. Magruder and Capt. Hubbard came up yesterday with Comdr. _____ of the British Navy, attached to the Admiralty in London, here accumulating information for propaganda work at home. With him was Comdr. Williams, now at our G.H.Q., who played tackle in the fatal game of Nov. 1900,≠ Comdr. McClintock, and another one, who is on the priority shipping board. With Huffer I took them out to the Toul airdrome where Atkinson did the honors, showing us, among other things, Campbell's plane on which the mechanics had painted six little Maltese crosses to indicate the six Boches he has brought down. The party had to leave at 3 P.M. as the Britisher was to speak to the officers of the School at Langres at 5 P.M. I ran down to Colombey for dinner and to pick up my belongings and bring up some much needed clean clothes. Gen. F. away all day at Chaumont, seeing Gen. Patrick, returned last evening.

[Editor's Note:

The fourth German offensive of 1918 was the Montidier-Noyon offensive of 9-13 June.

The operation, striking toward Compiegne, was on a smaller scale than its predecessors, gained only about seven miles, and on 11 June was stopped by a French counterattack which quickly stabilized the line.

American participation was limited to elements of the 1st Division near Cantigny which repulsed enemy raids simulating a general attack. During this period, but not in connection with the Montdidier-Noyon affair, the U.S. Air Service flew its first daylight bombing mission when eight planes of the 96th Bombardment Squadron hit the rail yards at Dommary Baroncourt.]≠≠

*While Lahm was with Foulois at Headquarters, First Army Air Service, he acted as Foulois' Deputy Commander. Lahm continued with Foulois until 26 July when he was transferred to G-3, First Army.

≠"The fatal game of Nov. 1900" was the Army-Navy football game of that year, won by Navy 11-7. Lahm was the Army quarterback.

≠≠See entry of 12 June. For location, see map 5.

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Sun. June 9. Went with Foulois and Fleury to call on Gen. Gerard at Flavigny, and to see Maj. Delafond relative to the operation of the Air Service. Gen. G. was cordial, as most all French generals are, said he would do anything he could for us, and started off by saying we could have his former headquarters in Toul for Air Service Hdqts. It is a beautiful large building and will be fine. Stopped at Gondreville on the way back and saw Reynolds and the 91st, showing them the instructions for them from Delafond. This afternoon we went to Vaucouleurs, taking Miss Richards and Miss McCormick to a party given by Capt. Eckman on the new airdrome. Baseball game, boxing, wrestling, songs, a band and refreshments--Besides all the Air Service representatives, the people of Vaucouleurs were there, including the mayor, the commandant of the town, and many French officials from surrounding towns. Among them an old friend of Father's and mine--M. René Grosdidier, mayor of Commercy,--I thought he would fall on my neck he was so pleased. One of the 139th did some stunt flying on a Spad--they have had these machines only a few days, but handle them remarkably well.

Tue. June 11. Henry Meyer, Pope Gregory & Peck, all dropped in together this afternoon--it was a happy 1901 reunion. The first two have been at the Langres School and now go back to the States to join their respective divisions & return here with them. Peck is in this neighborhood in charge of light railways. F. [Foulois] & I lunched to-day with Lt. Col. Sayre [Sayer] whom I knew in the 21st Inf. at San Diego. Capt Kelly up on a joy ride from Tours, looking around. Pleiss has been here for several days, introducing respirators and oxygen for use at high altitudes. The flyers do not take particularly kindly to the added equipment to wear in the machine. Many visitors in during the day.

Wed. Jun. 12. Just about one year ago to-day that Joe came down on my leg. It is a question whether it will ever be normal again. This has been a busy day in American aviation. The 96th [Day Bombardment Squadron] made the first bombing raid [by an Air Service, AEF, unit] this afternoon, 8 Breguets dropping 80 kilos each n.e. of Verdun and all returning.* In the 91st [Observation Squadron] they tried their first photo mission, but due to the clouds, missed the zone and got a zone too far north. Two Salmsons made a reconnaissance from the 91st this afternoon--with a Nieuport to protect them--they finished and both returned safely to this side of the line. Henry Meyer came in and I took him to both the 1st Pursuit and 91st airdromes. He & Peck dined with F. & me to-night at the Metz. The restaurant in this hotel is closed--can't get bread they tell me.

Thurs. June 13. The military authorities sent around tickets to a play given at the Comedie this afternoon by a company sent from 8th Army Hdqts. F., Misses Richards & McCormick & myself used four of them. The play was something wonderful--Greek, but at the same time a farce. We are still wondering what the idea was. The [1st] Pursuit Group got 2 Boche planes this morning--one in flames, both on the other side of the line.

*The mission was led by Maj. Harry M. Brown, C.O. of the 96th.

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Armengaud was here to-day with Dudoré--he wants our pursuit to go up to the big fight as a group--It looks as tho' the 1st Corps would be united up there. Van Horn up this afternoon.

Sun. Jun. 16. F. has been away two days at Chaumont on a reorganization project that Mitchell proposed. Yesterday evening Royce & I ran over to Nancy. I woke up this morning to the sound of guns. It turned out later to be an attack by 1000 to 1500 Boches who got as far as Xivray but were afterwards driven back again. The Boche has been doing long range shelling all day and is still keeping it up. Beaumont is reported completely torn down. Lahaymeix was badly shelled, soldiers & civilians killed--the people were caught as they were coming out of church. Boucq has had it frequently and everyone at hdqts. is taking to cover. "D" Cos. [2d Balloon Sqdn] balloon was shelled in the air, they hauled it down unfortunately and then the Boche went after it hard--when they got it back to its bed, he dropped a half dozen shells, one of which hit the barracks, but fortunately the men were all out. Another, six inch, hit the balloon on the nose and destroyed it.* Paegelow, McCawley came in--said it was suicide to put another balloon up etc. and wanted to move to a point farther back. I told them to start a new balloon bed, but inflate their new balloon where they now are. Maj. Perrin & Capt. Repoux went out this afternoon and eased the minds of Paegelow and McC. and told them to go ahead and inflate. Yon came up this afternoon, bringing Bérard, who is here for two or three days. Strange to say, the Boche has neglected one town [Menil-la-Tour] to-day.

Mon. Jun 17. Dodd arrived to-day to take over the engineering & supply end of the 1st Army Air Service. Foulois back this evening, says the reorganization is to go right ahead. I had Capt. Yon & Lt. Berard from Colombey to dinner with me to-night. We thrashed out the balloon situation pretty thoroughly.

Tue. Jun. 18. Van Horn up to-day--we went out to see formation flying by the 27th [Pursuit] Sq. Three flights of 5 machines each started out, the three meeting over Menil-la-Tour, then travelling along the line to exhibit for the Boche & then returned in very good formation to the field. I followed Foulois, Misses Richards & McCormick out to Sorey, at Peck's engineer mess. After dinner he took us out on a little one cylinder motor car on his railroad to see his work. He is building and at the same time operating 80 k. of this road, running from his railhead at Sorey & from Pagny, well up to the front where they deliver ammunition & all kinds of supplies. In addition he has two other regiments under him building roads, quarrying stone, etc. He has a fine job & has handled it most efficiently.

Wed. Jun 19. F. went to Chaumont this P.M. Chandler & Kilner came in about 4. I took them out to Toul field & over to the 91st [Observation Sqd.]--then K. went back to Colombey. Mitchell, Chandler & I discussed balloon organization all evening.

*See also, entry of 22 June.

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Sat. Jun. 22. These few days have been a rapid whirl--things moving at lightning speed. Smith W.D. & Uhl up from Chaumont on a trip. Thompson was in yesterday, looking after the working of his intelligence section, which seems to be doing all sorts of things not contemplated in his plans. Rain these last few days, has kept our machines on the ground most of the time. I took Chandler to Paegelow's place on Thursday, then we went on to visit D/2 which has just installed in a new location farther to the rear. We visited the ascension point where it was shelled the other day. Five large holes all around the winch position showed where five six-inch shells had landed. At the balloon bed, a couple of holes showed when the ones landed that tore up the balloon. B/2 we found had changed its balloon bed to a point farther south. We went out to Sorey to a dance given by Peck's Ohio engineers to-night. Dr. & Mrs. Rowley were there--also several of the nurses of the Yale unit--Dr. Flint's hospital is just beyond Sorey. This is one of the units on the Baltic last fall. A beautiful full moon to-night, and as we sat in Peck's hut after the hop, the guns boomed away in front of us, also the occasional burst of a Boche shell, warned us that he was awake. Strange how we mix war and the pleasures and diversions of peace times, all in the same day and hour.

Sun. June 23. Foulois left to-day to attend the Inter-Allied Air meeting in Paris to-morrow. I dropped down to Colombey for lunch with Van Horn & to discuss matters--took Parris with me, then on to Neufchateau where he went to see a doctor about his wrenched leg. Had a visit with Billy Haskell in his chateau--he is now 4th Corps* G-3 of which "Tommy" Heintzelman is C. of Staff. Ulio came in while I was there--he is to be G-1 [of IV Corps]. Milling came in to-day for duty--Louise got our mess started to-day--there were 17 at table to-night, in the grand salle-a-manger [dining room] of our chateau on Rue General Foy. The house belongs to M. Lionville a noted Paris attorney. We have a billiard room attached and a beautiful garden out behind, which is at its best. One room contained paintings and mural decorations which have been removed and shipped to Paris for safe keeping. I am glad of it, for leaving out of the question what the Boche might do in the near future, I do not want to be a party to a suit for damages such as the owner of the Chateau in Chaumont brought against the aviation hdqts. people. Boche plane over town this morning; British bombers buzzing busily over town this beautiful moonlight night.

Mond. Jun. 24. The 26th Div. turned in a photo of one of our aviators to-day, which they had taken off a Boche prisoner. I took it out to the 1st Pursuit Group where they recognized it at once as Casgrain of the 95th who was in a fight with a Boche over Montsec on May 30, lost part of his wing, glided in and landed in No Man's Land very close to the Boche side and was captured. I lunched with [Davenport] Johnson in the 95th mess where all were interested in the picture. On the back in German was written "Landed safely, May 30, Harry."/ I left the picture to be sent to his family.

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*IV Corps was being established at this time.

/The word "Harry" has not been explained (Casgrain's given name was Wilfred V.) Perhaps the German who shot Casgrain down was named Harry, or perhaps Casgrain was nicknamed "Harry."

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Tues. June 25. Rode out to Vertuzey to-night and had dinner with the Yale hospital unit; they are on top of a hill with a beautiful view. Drs. Flint, Rowley, Smith, Prince, Truesdale and all the others--also Mrs. Rowley. Dr. R. took me thru the hospital which is called Mobile Hospital No. 39. Most everything is made to pack onto motor trucks and move on short notice. One ward had some interesting cases--a man whose throat had been cut by a piece of shell--he was breathing thru a tube let into his wind pipe and fed thru a tube let into the stomach directly. He looked pretty badly but is still alive after three weeks and likely to pull thro'. Another man showed me a collection of shell fragments taken from his back--about half a dozen, the largest considerably over an inch long. Col. Guzman [Gosman], in command of the Sebastopol hospital, was thru with a couple of his assistants.

Wednesday, June 26. We had a beautiful exhibition to-night when the Boche bombers went over town on their way to Ochey. Archie shells lit up the sky like a 4th of July celebration with the booming that goes with it and all accompanied by the hum of the Gotha motors overhead. They shot up the old hangars at Ochey and killed an antiaircraft man--that was about all the damage.

Thurs. June 27. Went out for a flight in my Nieuport 28. Rhoads [Rhodes] of the 95th took it up first, then took me up for a turn round the field--he making the landing. I was to take it up next, but the shock absorber on the tail skid broke, so had to give it up. Boche bombers over again to-night--to Ochey where they did little damage.

Fri. Jun 28. The [1st] Pursuit Group* flew away to-day--54 planes started, 48 arrived near Meaux on their new airdrome [at Tonquin]. Others had motor trouble or other difficulty, and all but two finally arrived. The Boche bombers were over again to-night. They caught Hall, Warwick Greene, Milling & two British lt. cols. on the road near Ochey, dropped three or four bombs, one very close to them. The chauffeur lost an eye, and had his back badly cut up. The others had numerous pieces thru their clothes, and were bruised a little. All were pretty well shaken up. The car lost its windshield and had some holes put through the door--one small piece went thru the front fender and punctured the tire. Ran out late this P.M. to see D/2 [4th Balloon Co.] which now occupies B/2's [2d Balloon Co.] former place. The latter went to the Meaux front yesterday. Had a visit with Julian R. Lindsey, who now lives where Peter Traub was, and has a brigade [164th Inf.] in the sector. The 82nd Div took over from the 26th yesterday.

Sat. Jun 29. Spent the entire day at the 1st Air Depot on a board with Col. Hammers, M.D., who was on duty at West Point with me some years ago,

*1st Pursuit Gr., composed of the 27th, 94th, 95th, and 147th Sqdns, was formed on 5 May 1918. The four squadrons, plus three squadrons of I Corps Observation Group, and some French units, were organized into the First Brigade under Billy Mitchell and given responsibility for that part of the battle area which lay around Chateau Thierry.

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and Maj. Westcott of the Marines. We had Nolting and Schultze up to determine whether they were fitted for the Air Service or as officers of the Army.

Sun. Jun. 30. Foulois, Misses Richards & McCormick and I went to the Ourches airdrome to see the 88th and 90th [Observation Squadrons]. Two of the latter went out on a mission while we were there--returned 50 minutes later and said they had had a warm reception from Boche archies near Flirey, but had seen nothing of particular interest.

Mon. July 1. Kellogg came in to-day to spend a few days at the front before going to the French balloon school. I picked up Gen. Altman [Aultman] & his aides at the hotel and took them to dinner. Lt. Louis of the French antiaircraft artillery dined with us and after dinner all rode up to the top of Mt. San Michel* where he commands. Two of his officers came in--then a soldier who turned out to be a professor of singing in Paris before the war. He sang La Tosca & some other high class music, Lt. Louis played the accompaniment. We arrived after dark so did not see much of the defenses but they were many & complex. From the parapet on the north side we watched the British bombers going by on their way to Metz--so low we could see the machines. Often a star shell,/ thrown up over No Man's Land would slowly settle. The firing of the big guns sounded occasionally.

Tue. July 2. Gen. Passaga had lunch with us to-day--Van Horn dropped in. It is interesting to hear Gen. P. talk. Like other military men, he believes this war will be ended by a military decision, and that the U.S. should put a large force in the conflict at once, not feed them in a few hundred thousand at a time as England did. With a preponderance of say 2 million men on this front, with automatic rifles and tanks in abundance, he thinks a combined drive must be made which will drive the Boche across the Rhine--He thinks further that there is no question of separating the German people from the Kaiser, that they stand together and that the people are too well disciplined to break away. F. & I ran out to see the 91st [Observation Squadron] this afternoon. Willis came in to-day--assigned to operations. Krogstad over from the U.S. on liaison, particularly organization. This evening I rode out to Vertuzey to the Yale hospital and found them celebrating Lt. Col. Flint's promotion with a dinner and dance. I left the pictures of the hospital taken at 700 meters by Littauer & Kirwan of the 88th [Observation Squadron].

Wed. July 3. Bryan came in to-day so I took him out to the Toul airdrome this afternoon. Two of the Lafayette squadron arrived from Paris in their Spads as we came on the field, Turner [Turnure] & Cord Meyer.// The latter was all-American half-back from Princeton not long ago.

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*A hill just northwest of Toul.

/A shell that on bursting released a shower of brilliant stars; used for signalling.

//Turnure had been a member of the Lafayette Escadrille but Meyer had not. However, both now were members of the U.S. 103d Pursuit Squadron, to which most of the members of the Lafayette Escadrille had transferred.

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Thurs. July 4. F. & I went to Gen. Passaga's quarters for an assembly to meet the sous-prefet [sub-prefect], maire [mayor] of Toul & some other civilian notables of the town. Gen. Burnham was there with some of his staff. The sous-prefet stood up and recited, carefully, slowly, with considerable difficulty, but accurately, in English, a speech of welcome. Gen. Burnham replied. Among the civil functionaries was one little dried up citizen with a medal on his coat, which he said meant the defense of Toul, in 1870. They had only a battalion, a battery and civilian volunteers, no guns on Mont St. Michel. After a 42-day siege they had to give up to the Boche. Immediately following the ceremony at Gen. Passaga's house, we adjourned to the square in front of it, where were drawn up an American band and one infantry company and a French band and infantry company. The colors of both nations were brought to the front, all presented arms, Gen. Passaga made a speech of welcome, which his aide then read in English, we all followed Gen. P. and Gen. Burnham as they inspected the troops, our band played the Star Spangled Banner, the French, the Marseillaise, then all marched in review. It was really a most impressive occasion. Gen. Passaga started his remarks by referring to Lafayette and his assistance to our proud young republic some 150 years ago. The Star Spangled Banner is always impressive, but it seemed to me the Marseillaise was even more so. It was an excellent opportunity to compare the soldiers of the two nations. Ours were uniformly young, rough and ready looking--the kind that could take care of themselves wherever you put them. The French were of all ages, took it very seriously, but had a little the air of looking at you with the question "What am I to do now?" At 11:30 Gen. Passaga and Gen. Burnham returned from a visit to the Brigades, we joined them & had lunch with Gen. P. Others were: Col Ely in command of one of the infantry regiments, Beebe, Chief of Staff to Gen. Burnham, and Gen. P's staff. We toasted President Wilson et. al. and had brief speeches by Passaga & Burnham. After lunch F., the two stenogs, & myself went to Sorey to Peck's field day. We arrived in time to see an exciting game of ball between the Yale Hospital team, including a number of former Yale players, and Peck's Engineer reg't in which the latter won out in the 12th inning. Dr. & Mrs. Rowley and many of the nurses were there from the Yale Hospital. Harry Jordan, up on an Ordnance inspection trip--a full colonel and getting heavy. Boxing & wrestling after the ball game--then we came home for dinner and went to an 88th Squadron dance at Ourches in the evening. A full day--The French have put themselves out to make this, our national holiday, a day of celebration.

Fri. July 5. F. to Paris this A.M. Morrow came in yesterday afternoon. At 10:30 I flew with Fisher in my 23 meter Nieuport to Colombey, Morrow, Milling, Willis, and many others came; Col. Baldwin & Maj. Gray flew over in a D.H. 4--all to see the new DH4 with Liberty engine that Estes flew up yesterday. While we were looking at it, a D.H. 9 came in to land, ran onto ploughed ground where they were fixing the field and smashed. Capt. Alexander of the British service was in it and had come from Paris to make some comparative tests with our D.H. 4. After going over the machine very carefully, with Col. Baldwin & Maj. Reilly & Capt. Marsh or our service, Estes, pilot, & myself, passenger, went up for a climbing test; we reached 19000 ft in 44 minutes, then I tapped the stick to call Estes attention to the British machine which was just behind us--he tho't it was

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a signal to come down, as he said his altimeter registered 20000 ft. Col. Baldwin made his 20000 ft. in just under 40 minutes. Evidently we climbed too steeply, as we got away better than he did & should have climbed faster. Twice the engine heated up, due to the shutter's being closed, and once we stalled so had to dive--consequently it was not a real test. On landing, we ripped off a wing skid, punctured a tire and damaged one wing slightly. It is not a particularly easy machine to land. Total time in air 1 hr. 18 minutes. Home in the Nieuport with Fisher.

Sat. July 6. Flew to Colombey with Fisher in afternoon, but found repairs were not completed on D.H. 4--so Board met on details of construction etc. at end of which we wired Paris that plane could be used for short day bombing and for observation. Royce, Willis, Fisher & I dined at Nancy--back to Toul in time for our big party to all the aviation. With the large house, and the garden behind, there was room for the 200 people who came. This included the aviators from all this section, the Y.M.C.A. & Red Cross from here, nurses and aides from Sebastopol, the Asile [Asylum],* even Neufchateau. Sandwiches and champagne punch, filled the inner man; with an orchestra from the 4th Balloon Co.,/ we danced in the larger rooms. I saw the last one safely out of the house at 1:30. A.M.

Sun. July 7. Ran out to [82nd] Division Hdqts this afternoon to talk to Gen. Burnham about a party for the French on July 14. Then out to the 4th [Balloon] Co.; Hayward and Ferrenbach were in the air. On visit to Ansauville to see Maj. Krech of the 120th F.A., chaperoning some young artillery instructors from the Saumur School,// who will be given a tour of the Air Service to-morrow.

Mon. July 8. Foulois, Milling, Willis, Royce, Morrow and I went to Col. Baldwin's Wing at Azelot** to-day, where the Britishers were going to fly the D.H.4. Estes and Brown arrived with it at noon--had been delayed due to throttle lever. Maj. Gray and the others showed us their D.H. 4's, shops, etc. We lunched with Baldwin at his beautiful chateau in Loupmont--trust the Britishers for finding comfortable quarters for themselves. Maj. Gray started up with the D.H. 4 but at 3000 ft. the motor started to heat, so he came down--the gas tank sprung a leak when he landed, so our work had to stop for the day.

Wed. July 10. McKie stopped in to-day on his way back to Is-sur-Tille,

*The Asile had been turned into a hospital.
/Formerly D Company, 2nd Balloon Squadron.
//Saumur was now the site of a training school for Air Service observers, and of an artillery school. (For Ansauville see map 4.)
**See map 8.

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from delivering balloons to the 2nd and 4th [Balloon] Cos.* He is a fine man, I believe, the kind of enlisted man that makes a good officer. Bryan went with Paegelow to the 1st [Balloon] Co. near Baccarat to-day, where he will spend a few days. Estes, Lovell & Zinn were with us for dinner to-night. It is nearly four weeks since any mail has come from the States--it is hard to understand, but is probably due to the miserable mail service.

Thurs. July 11. Word came this morning that Brown had left Amanty last evening with a flight of six planes [of the 96th Bombardment Sqd.] to bomb Conflans and had not been heard from again. Later to-day, G.H.Q. reported intercepting a Boche radio message saying that five American planes had been captured on their way to bomb Coblentz [Coblenz]! That leaves one machine to be accounted for, but it is in Germany evidently. A strong southwest wind was blowing last evening, which must have drifted them farther than they knew.† Dodd back to-day. Monell was in for dinner to-night. I ran out to the [3rd (?)] Pursuit Group after dinner & found my machine in the hangar with the tail off & fuselage partly uncovered. Someone must have gotten to it. Spent the evening with Thaw and the Lafayette.

Sun. July 14. A great day. We, the Americans, tried to-day to return the compliment paid to us by the French on July 4 by making this a memorable day. There was the same review in the Place as on the 4th, with a concert by one of our 82nd Division bands. At 2:30 another band paraded the streets of Toul, then marched to the dirigible balloon field across the river, led by Flake, the irrepressible, where a ball game between the 1st Air Depot and the 13th Squadron, ended up 4-1 in favor of the former. Foulois pitched the first ball, I umpired and got thru without any difficulty. Flake presented me with an umpire's indicator made out of aluminum taken from the Zeppelin L-49 captured at Bourbonne-les-Bains last fall. The Lafayette squadron sent three planes to stunt over the field during the game. One of them took particular delight in flying over so low as almost

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*These companies, with the 1st and 3d Balloon Companies (all under Capt. John Paegelow), had arrived in France in Dec. 1917. The 2nd Company was the first U.S. balloon company to be sent to the front; it served with the First Army from February 1918 to the end of the war. The 4th Company lost the first U.S. balloon to enemy shell fire on 16 June 1918; the 2d Company lost the first to enemy aircraft on 6 July 1918.

†Maj. Brown and his flight of six bombers lost their way in a windstorm, ran out of gasoline, and landed after dark in enemy territory where all of the planes were captured intact. The Germans are reported to have dropped a message on an American airdrome, which read: "We thank you for the fine airplanes and equipment which you have sent us but what shall we do with the Major?" This message may very well have been the product of someone's imagination (See Codman, Contact, p. 50).

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to take off our caps. Gen. Trenchard* came up with his Chief of Staff and rode up with us after the game. Peck came from Sorey, Haskell from Neufchateau and Col. Flint from the Yale Hospital for dinner. At 8 we had a reception for all the French generals and civilian officials of Toul and Nancy and the 8th Army [French]. Gen. Gérard did not come, but we had Gen. Passaga, Brun, the sous-prefet with an American wife from Chicago; Gens. Burnham & Foulois, Peck and Major Ladd/ of the Asile were in the reception line. We had an 82nd Division band in the garden, with Japanese lanterns hung on the trees. After dark Miss McCormick led the band around the garden and into the house, where we had some local talent, including Y.M.C.A. entertainers, sing and play for us. Gen. Passaga seemed to enjoy it very much. After the French had left, there was dancing.

[Editor's Note:

The fifth German offensive of 1918 and their last of the war was the Champagne-Marne, 15-18 July. It was designed to capture Reims through a double-pincer movement: the western attack, from Chateau-Thierry to Thillois, would drive on Epernay; the eastern, from Prunay to Auberive, would seize Chalons. In the face of tough French and American opposition the Germans made only small advances, failed to reach their objectives, and on 18 July called off the attack. Henceforth, it would be the Allies who launched the great offensives.

In the Champagne-Marne battle the U.S. 42nd Division (five of its infantry battalions and all of its artillery) shared in the check of the enemy's attack east of Reims, while to the west of that city the American 3rd Division, although outflanked, maintained its positions on the extreme right of the German attack around Chateau-Thierry. In addition, elements of the 28th Division fought west of Reims.

In the air the Americans, for the first time, participated heavily in a major ground offensive, when three squadrons of British bombers and two squadrons of British pursuit joined four squadrons of American pursuit in a hard smash against Fere-en-Tardenois on 16 July, out of which developed a substantial air battle which the Allies won handily and which forced the German air arm briefly on the defensive.]

Mon. July 15. Lunched at the 2nd pursuit group with Johnson and had several lessons in flying on the 23 meter Nieuport with Fisher. F. [Foulois] left for Paris this A.M. and took most of the staff with him, leaving me to hold down the lid. Paegelow, Bryan & Clark (the latter down from Le Valdahon) dined with me; took Clark out to the 4th [Balloon] Co. to see how they are installed. The Co. has noticed considerable activity across the

*Trenchard was now Commander of the British Independent Air Force. Its planes, operating from around Nancy, were engaged primarily in long-range bombing.

/Apparently Ladd was a Lieutenant at this time.

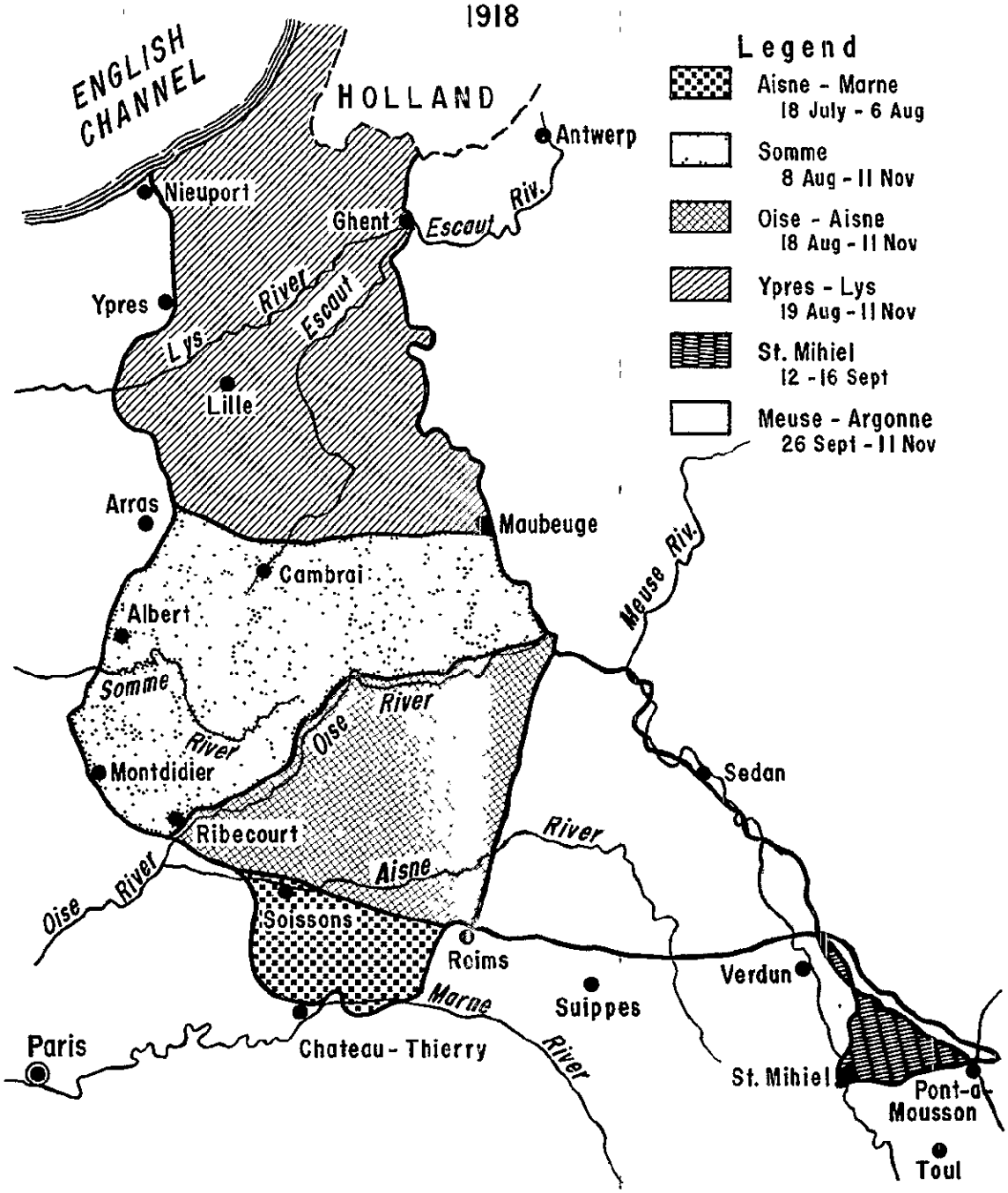
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BATTLE MAP B

Major Offensive Operations, AEF

1918



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line to-day. As the Boche let loose his attack on an 80 kilometer front from Soissons east to-day, it may be significant. Stopped to see Gen. Julian R. Lindsey on our way back.

Tue. July 16. Had several landings with Fisher just before noon to-day. This afternoon I met Capt. Repoux at Griscourt* and inspected the 34th Balloon Co's. [French] installation. From here we went to the Domevre/ balloon [French] and inspected their installation. Two of our companies are to relieve them. This is a beautiful country and one I hope to see more of. Old 14th century chateaux, beautiful green hills and forests with a wonderful view of Bocheland to the north, the hills of the Woevre to the west. As we arrived in Toul late, I took Capt. Repoux to the Soleil d'Or for dinner. Bryan dropped in after, and later Col. Baldwin. The latter was looking for a confirmation of two Boches which one of his [RAF] bombers thought he brought down to-day. The Boche piqued [dove] on a straggler near Pont-a-Mousson, the British machine landed with a badly wounded pilot and observer. The latter died later, but before he became unconscious, insisted he saw two Boches fall. As some of our pursuit were in the neighborhood at the time, Baldwin thought they might have seen it.

Wed. July 17. Tobin, who led the patrol that joined the British bombers yesterday, did not even see a Boche at that time. Later however, his patrol of 3 ran into six Boches and attacked. Finally T. and one Boche were off to one side, both had dived, then started to climb side by side. T said he could see the Boche had a big moustache. He began to out-climb the Boche, so the latter withdrew and just as he left, Tobin realized he would not get him, so expressed his disdain of the Boche by putting out his tongue at him! Dudoré has now joined us from Colombey-les-Belles. Yon was in to-day. This has been a swelterer, one of two or three--and yet it does not feel like the heat of Omaha or Ft. Riley--you do not have here the feeling of being unable to get away from it.

[Editor's Note:

From 18 July 1918 to the Armistice on 11 November 1918 the Allies were on the offensive. Their first major operation was the Aisne-Marne offensive, 18 July-6 August.// This was designed to eliminate the huge bulge which ran from west of Soissons, past Chateau-Thierry, to near Reims. After almost three weeks of hard fighting French and American troops completely wiped out the salient, retaking Soissons and Fismes, and leaving the battle line running straight from Soissons to Reims.

In the initial attack the U.S. 1st and 2nd Divisions (III Corps) were under the tactical command of the French XX Corps which was on the left

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*See map 8.

/See map 4.

//For the six Allied offensives from 18 July to the end of the war see Battle Map B.

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(north) end of the battle line. The Americans, although weary from hard marching to reach their departure positions, fought well and contributed heavily to the substantial advance made by XX Corps. Farther to the south, in the zone of the French Sixth Army, the American I Corps and the American 4th Division also made good progress in spite of stiff German resistance. Along the entire front, the fighting was heavy; for example, in the first two days the U.S. 2nd Division suffered some 5,000 casualties while advancing six and one-half miles, while in the first four days the U.S. 1st Division suffered some 7,200 casualties.

From 21 to 29 July the French and Americans drove the enemy back to the Ourcq River, and from the 30th through 6 August to the line of the Aisne-Vesle Rivers. In these operations the following American divisions participated: 1st, 2nd, 3rd, 4th, 6th, 28th, 32nd, 42nd. On 4 August the U.S. III Corps took over both the sector and the troops of the French XXXVIII Corps and on the 5th extended its tactical control to include the front of the French III Corps; also on the 5th the U.S. I Corps assumed command of the zone of the French II Corps. Thus, on 5 August the entire front of the French Sixth Army was under control of American corps commanders.

In the Aisne-Marne offensive the major part of the Allied air war was handled by the French. However, from the beginning of the attack to the end of July, American air units were moved into the area, especially near Chateau-Thierry, where the 1st Pursuit Group and the I Corps Observation Group, with some French units, were organized under Billy Mitchell and made responsible for a part of the battle area (for example, the 94th Pursuit Squadron had the sector from Soissons to Reims). There the Americans were outnumbered and outmatched by the German Fokkers, had to stay on the defensive, and lost heavily in attempting to provide both observation information and tactical defense. But the experience toughened the units and gave them the know-how that enabled them to perform magnificently for the rest of the war.

The 1st, 2nd, and 4th Balloon Companies (the only American balloon units on the front in July 1918) also were in action around Chateau-Thierry. They registered artillery fire, located targets, and supplied general information about the enemy and his dispositions and about the location of advancing Allied troops.]

Thurs. July 18. Had my first solo to-day on the Nieuport, made two landings, and levelled off a little too high, bending the axle and one landing strut. To Colombey this evening--Cushing was up from there today--is to be tried and wants me for his counsel. Drunk & somewhat disorderly, all of which was probably true. On the way back from Colombey, I stopped at Ochey, saw Richards, the bomber who came down on the other side and got back again about 2 mos. ago. He now goes back to England to become a pilot. Found a Lt. Owen and a number of other Americans now attached to the British for instruction and service. Word to-day that Rhoads [Rhodes] of the 1st Pursuit Group who took me up in my Nieuport just before they left,

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has been killed. Also Quentin Roosevelt brought down in flames [on 14 July].*

Fri. July 19. Dined with Gen. Julian R. Lindsey at his Brigade Hdqts. After dinner, McCawley & Smith of the 4th [Balloon] Co., Reis, Lt. Doll, (J.R.'s aide) and myself took my car to Raulecourt,/ where we stopped to speak to Col. Nelson, regt'l comdr. then thru Broussay to Bauconville, where we found Maj. Buxton and his Batt. P.C. Left the car and with two runners walked down a sheltered path and thru communicating trenches, till we came to the 1st platoon sector. The men lying on the parapet with their rifles, automatic rifles and machine guns, a plentiful supply of hand grenades, looking for possible Boche patrols. We connected up with Lt. Cox (329th) [Infantry Regiment] who took us on in to Xivray--the most deserted, desolate, picturesque old ruins--especially in the bright moonlight. A carrying party was just leaving with a lot of machine gun ammunition, left behind when this place was evacuated a short time ago. In the town were two posts of two men each, with a sergeant in charge of both. The men were lying down in the shadows watching for Boches. A peculiar thing--it seems that an outpost of Boches & one of Americans, occupied this town jointly for a few days, neither knowing the other was there. It is easily possible. The place is a mass of tumbledown walls, caves, abris [shelters], shell holes and weeds. They said the rats are so large and noisy that they sometimes think the Boches are stirring. Everyone was going about his business as tho' he had been playing the war game all his life. All were alert however and ready for anything that come up. I asked Lt. Cox what his orders were in case he was attacked. "Stick" was the answer. That means that if the Boche comes over in large numbers he will lose some, and our men will probably all be killed or captured, as there is only a handful of them, after all. Doll started off toward the west side of the village. Cox told him there was a Boche sniper in that direction and he would not go with him. If the Boche wanted, he could look him up. What a life! For 24 hours at a time, these men lie there watching or sleeping. Carriers get about two meals a day up to them. The Boche sometimes gets ugly and drops shells on the carrying parties, interfering with the arrival of dinner. Everyone is awake at night. In daytime most of them sleep, except a few to keep watch, that is they sleep until the sun gets too hot, there is little shelter. In case of a bombardment, the men are instructed to lie flat in the bottom of the trench, then when it is over, get up and man the parapet again.

Sat. July 20. I heard this morning that a Boche bomber came over town last night, dropped a bomb near the arsenal, killed one Frenchman & wounded two. That is the first time Toul has been bombed for a couple of years. Boche planes & British planes were thick over us last night on the front. Star shells, the Boche 4-star rocket to guide his bombers, the occasional flash of a gun. Had a good swim in the river this afternoon.

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*Later evidence indicated that Roosevelt did not come down in flames. He died from two bullets in his head.

/See map 4.

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Sun. July 21. Gen. Patrick came in with Van Horn just as we were finishing lunch. I took him to the office and showed him what is going on, then to the Pursuit Group and to the 91st.* He was very much interested in everything he saw, wanted to stay and see more of it, but had to hurry back. He seemed to feel that I was the one in the Air Service whom he really knew. Took the Rolls-Royce limousine and ran down to Neufchateau to dinner with Billy Haskell. "Frenchy" Cowan who has just come over, dropped in with Gibbs. Gordon Johnson, Stilwell, in the mess. After dinner, straightened out some of our transportation difficulties.

Mon. July 22. The archies woke me up this morning, the boom of the guns & the burst of the shells. Later came the sirens sounding the alerte, and then between bursts, the hum of the Hun motor. He varies the hour of his visits. I got in some good practice to-day on my Nieuport--made a couple of landings with Schultz, then a couple alone, lunched with Johnson & flew again afterward, until it grew puffy and rough. While I was flying this morning a miserable lone Boche came over and burned the 4th Cos. balloon, then went on & burned the Domevre (French) balloon. Ferrenbach & Noonan [Rooney] jumped & landed safely from ours. It was hauled down from 900 meters to 300 meters before he got it. Dudoré and I went to Flavigny this evening, dined with Comd't Delafond. Afterward we went to Manoncourt to see night reconnaissance. A Breguet had just gone into the air when we got there. A moment afterward one of the British searchlights at Azelot/ picked it up and held it, a beautiful fleeting white object, in its beams. Unfortunately the British did not know a Breguet would be in the air, so hearing an unusual noise they turned loose with their machine guns. The Breguet shot his flares & stopped them. Later when he arrived in the vicinity of Nancy, the sky was simply filled with the sparks of anti-aircraft shells. Surely the way of the strange motor at night is hard in this part of the country. In an hour the machine was back, shot its rockets, they turned on two searchlights on the ground, & lighted six flares on the ground. The machine glided in and made a perfect landing. They had been to Dieuze and Chateau-Salins// but had see nothing of interest.

Tue. July 23. Lt. Moore with the 7th Balloon Co. came in this morning. I took him out to Griscourt to look over the installation he is to occupy. Lord Denbigh & a Capt. _____ of the British Army stopped in for a few minutes this afternoon. He is a propagandist sent out from the British War Office to teach the people that if we stop now Germany will have won the war, and that it must be continued until Germany is completely conquered.

Wed. July 24. Ran out this afternoon to see how well the 7th [Balloon] Co. was installed and stopped at the airdrome to fly for a few minutes.

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*This was either the 3d Pursuit Group at Toul or the 2d at Vaucouleurs. The 91st was an observation squadron.

/For these towns, see map 8.

//See map 8.

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Thurs. July 25. Another Lord to-day--Sir Walter Lawrence this time with a Capt. Beval from Gen. Trenchard's hdqts. The former is the liaison officer with us, the latter [Beval] a badly wounded infantryman from the Dardanelles who is now on Gen. T's operations staff. Jouett came in to-day, to take the 4th Corps balloons. Paegelow back from Chateau-Thierry front, brought me a machine gun taken from the Boche in the advance our our troops south of Soissons the last few days. Lord Rockhaven, British liaison officer from Tours, dropped in. A phone message from Foulois this afternoon said I had been asked for and am to go to G-3 of the 1st Army and am to report [to its headquarters] at La Ferté-sous-Jouarre to-morrow.*

Fri. July 26. Mr. Kearney [Kerney] of the Committee of Public Information/ reported to-day with James of the cavalry and a photo & moving picture man. I sent them off with Morrow while I turned my duties as Deputy Air Service Comdr. to Dodd and the Army balloon service to Jouett until a new one can be provided. Left in my Cadillac and reached La Ferté-sous-Jouarre at 7:15 P.M. Found a chateau in town all fitted up as Army Hdqts, with the sections nicely labelled but not an officer in sight. In the Place de Toul the remains of a Boche night-bomber, a Gotha, were on exhibition this morning. It was brought down at 11 night before last by the anti-aircraft guns north of Nancy. To come back to La Ferté: this hotel has few windows left--they were all broken by the bomb that destroyed the station. After dinner I found the 1st Army G-4 office with Dewitt in charge--ran into Fuqua, Lyster, Jens Bugge, Charley Thompson, Luberoff and others--All have just arrived like myself and are trying to report for duty.

Sat. July 27. Located myself in a billet at 38 Rue de Reuil and ran into Paris after lunch to leave more of my plunder which accumulates rapidly for some reason or other, and too much of which is not compatible with the movements of a soldier in the Z. of A. [Zone of Advance]. Had Huntington [Harter] to dinner with me at La Bécasse and took him to the Grand Guignol// which was a little less horrible than the last time I saw it.

Sun. July 28. Took Huntington and drove out to Dammartin, Rouvres & St. Soupplets** looking for Frank [Parker] but he had apparently just embarked with his regiment for another sector. Ran out to see the 12th [Observation] Squadron which has done some good infantry liaison work these days.

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*On 25 July, Foulois recommended to Gen. Pershing that he turn the Air Service, First Army, over to Mitchell. This was done on 27 July and Lahm then reported to First Army, G-3. Foulois was made Asst. Chief of Air Service, AEF, under Gen. Patrick. Mitchell selected Col. Milling as his Chief of Staff, Air Service, First Army. (For La Ferté, see map 7)

/The Committee was over from the States.

//A full size Punch and Judy show.

**See map 6.

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Monday July 29. Mitchell in to-day--moving his hdqts [Air Service, First Army] here in a day or two. Our wounded going thru town. -- I hear the 42nd Div. was pretty badly cut up last night--they forged ahead in the advance and were pretty well slaughtered. The accounts of our losses recently are rather remarkable.

Tue. July 30. It is 11 P.M. and too late to spend the whole hour it would take to tell of the interesting things I saw on a trip to the front to-day. My route took me to Lizy-sur-Ourcq, May-en-Multien, La Ferte-Milon, Neuilly-St. Front, La Croix* where I found a French balloon co. instead of one of ours as I expected. At Rocourt the Boche was shelling the road while I talked to the French Co. comdr. The Boche was in here a few days ago and signs of him are apparent everywhere--parts of Boche uniform, equipment, rifles, machine guns--incidentally the dead horses have not yet been buried. Between Coincy & Beuvardes the roads were packed with our troops, and our artillery was in action in the woods along the road. Jaulgonne was the same--the bridge over the Marne here had been destroyed, but I found a newly built pontoon bridge on which to cross. Shell holes & battered towns & villages everywhere. On a French airdrome near Blesmes I found some Voisin [aircraft] remains--burned by the French to keep them from falling into the Boches hands, tho' he never quite reached this point. Chateau-Thierry is a sight. I don't see what they can do with a place like that after the war, except burn it all up & start to build anew. A phone message came in to a French airdrome while I was there, saying Charteves/ was being shelled and they wanted the aviation to locate the gun so they could start their counter-battery work. Last evening Dawley & I rode up to Montreuil [aux-Lions] to learn something about our 1st Corps, but it had all pushed on up ahead. Passed a whole line of armoured autos on the way. Ambulances bringing back our wounded filled the roads at times--even in town here, we see a lot of them.

Wed. July 31. Ran over to Trilport, found Montcabrier and went with him to Marigny-en-Orxois// where Comd't Gérard has his advanced hdqts. It has diminished to half a dozen officers now. Discussed with Comdt. Gérard, details of moving and assigning our aviation. He brought me in to La Ferté this afternoon.

Thurs. Aug. 1. Mitchell having a hard time with his air service plans. Heavy fighting still going on in front of us. Col. Baker, Med. Corps, said yesterday that 31,800 of our men have been evacuated from hospitals around here since July 15. Dr. Edwards in town. To-day ran onto Jim Crow Rhea with Col. Bacon, the ex-ambassador--on his way thru from British front to our 2nd Division. Chapman & Warwick Greene landed at Mitchell's chateau this afternoon as I was leaving.

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*See map 6.
/See map 6.
//See maps 6 and 7.

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Fri. Aug 2. Gen. Patrick came from Paris to-day--conference with Mitchell, Dunwoody & myself--Gen. P. lunched with me and afterward I went to Chaumont with him, 4-hour run. Dined with Smith, W.D. at his G-1 mess. Pat Newman dropped in and told of his difficulties. Is a major of a F.A. battalion and had to give it up to come to the personnel section under Shannon--his heart went bad. Saw Mrs. Purdon on the street--she is now a clerk at G.H.Q. Is going back to Ireland in a few days to see her kiddies.

Sat. Aug. 3. Spent the morning in G-3 straightening out Air Service troubles of the 1st Army, made a visit or two, & left for Colombey, then to Toul where I dropped in on what is left of Air Service Hdqts--most of it has now gone to Colombey. Found Frank's regiment at Marechal Ney barracks but he had gone to Chaumont with Gen. Pershing. His [Frank Parker's] adjutant said he had been recommended for a B.G. The 1st Division came to Toul to recuperate after nearly 7 months in the line, including the very hard fighting south of Soissons recently, but to-day had orders to put a battalion in the line near Saizerais. The 18th [Infantry Regiment] is many men short--has lost over a hundred officers including two lieutenant colonels.

Sun. Aug. 4. The Boche has withdrawn and been driven back of the Vesle. Our troops have hit him hard--the 42nd Division has done particularly good work. The 32nd took Fismes to-night. Now it is a question what the Boche is going to do. Will he try to hold at the Vesle, make his stand at the Aisne or go back to the Chemin des Dames* where he was a year ago? It is evidently to be one of the latter two. Soissons fell to the French to-day. It begins to look worse & worse for the Boche. Lt. Col. Fort, our senior liaison officer was in this morning--he is optimistic and thinks the cavalry will have an opportunity to do good work before we are through. Montcabrier spent a couple of hours with me to-day. 6th Army Aeronautique expects to go into "repos" after the 10th when we relieve them.

Mon. Aug 5. Working all day on an order defining the duties of the various air service officers of the 1st Army. This has never been done by the Air Service except very generally. In consequence there has been some difficulty here in the past. Montcabrier dined with me to-night and we talked air service organization till 11:30 P.M. He apparently runs the 6th Army Air Service and knows it very well.

Tue. Aug. 6. Barnes & I loaded up some commissaries and copies of to-day's papers, started at 10 A.M. for Chateau-Thierry, a badly wrecked town, then to Fere-en-Tardenois/ where we called at 1st Corps Hdqts., saw Grunert who said the Air Service is doing good work, then on [to] Bugge who showed us a path to the edge of town where we saw some gruesome & interesting sights. The Boche had a lot of machine guns on a wooded slope which the French had to attack over the open. The latter shelled the woods and we found dead Boches scattered all through it. In one place near where a big

*See map 6.
/See map 6.

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shell had burst, was an arm, not far off a Boche body, and a few feet away, his head still in his helmet. Down in the open, were the French dead. Burying parties equipped with gas masks were at work. We went back into town and called on Gen. Lassiter and Cubbison. The former somewhat laid up with stomach trouble--is not getting what he wants from the Air Service, but when we boiled it down the bad weather seemed to be the fault. They were questioning a Boche prisoner outside who surely was not over 17 years old. As we were reaching Fere-en-Tardenois, a black smoke cloud with a lot of archie bursts attracted our attention. When we reached Mareuil-en-Dole later, we found that it was the 1st Co's (Reed's) balloon, burned by a Boche. The balloon was up about 500 meters, a number of Boche planes appeared off to the east, they hauled down to 250 meters, then the Boches came out of the clouds, Anderson, the observer, jumped and the balloon followed him down in flames. We lunched in Coincy on some canned things and a melon we bought before leaving La Ferté; served by some of our own Air Service men who are here establishing an advanced station on the Coincy field. A heavy bump just as were heading for the balloon company, outside of Mareuil, made us think an airplane bomb had blown up beside us, but we soon found out a 155 long [type of heavy artillery] had just been fired a few feet in front of us. Another few seconds and we would have been just under the muzzle, with broken ear drums at least. We visited the big gun emplacement in the Bois du Chatelet, south-west of Fere-en-Tardenois. The Boche had built a spur off the railroad track, then set up a revolving emplacement 25 feet in diameter, ball bearings and the balls about 8" in diameter. No one knows, but this is supposed to have been about a 12" gun. It fired four shots on Meaux, then the Boche had to run it back. He set off a couple of explosive charges in the emplacement and damaged it somewhat before he retreated. We came back via Jaulgonne & Chateau-Thierry. The little town of Vaux, just outside the latter, is one of the worst shot-up places I have seen. Our own artillery did it in driving out the Boche a short time ago.

Wed. Aug. 7. Barnes lent me his car and I ran down to see Atkinson & the [1st] pursuit group near Saints, then on to Vaudoy where our night observation detachment is located. Fumat was away, but the dual control Nieuport was there, also a newly arrived DH 4 with Liberty motor, fitted up with three machine guns, radio & lights for night flying. This evening I met Gen. Wheeler, the new ordnance general, and Maish whom I used to have as a cadet, now a lt. col. of ordnance.

[Editor's Note:

The second Allied offensive of 1918 was the Somme offensive which began on 8 August and was still in progress when the Armistice was signed.

In the first two weeks of this operation the British and French, attacking along and south of the Somme River, made small but significant advances. The only U.S. ground unit engaged was the 33rd Division. On 21 August the British attacked north of the Somme (concurrently, the Allies launched their Oise-Aisne offensive on 15 August and their Ypres-Lys offensive on the 19th, so that the Germans were under heavy pressure along

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the entire northern half of the Western Front) and a few days later the French struck north of the Oise River. By the end of the third week of September moderate but significant advances had been made.

The American II Corps (27th and 30th Divisions), assigned to the British Fourth Army, began on 29 September a major assault on the strong enemy line east of the Somme. In fierce fighting the Corps made small advances through the 30th, was withdrawn for a short rest, reentered the lines on 5 October, and on the 8th its 30th Division attacked below Cambrai toward Le Cateau. On 12 October the 27th Division entered the battle, and it and the 30th engaged in severe fighting against tough opposition until, by the end of the 19th, they had gained all their objectives. On 21 October the II Corps was relieved; it had been in the line 26 days and had suffered 11,500 casualties.

After a month of flying with the British on the Dunkerque front, the U.S. 17th and 148th Pursuit Squadrons,* began in mid-August a highly successful period of operations with the Royal Air Force on the Cambrai front. When the two units were returned to the U.S. Air Service at the end of October they had destroyed 110 (confirmed) enemy aircraft while losing only 35, had put in 2700 flying hours over enemy lines, and seven of their members had received British DFC's.

In August, all American air units along the French front were placed under Air Service, First Army, with Mitchell as commander. The number of these units had increased steadily since June, and Mitchell organized them (and some French groups) into three wings: pursuit, bombardment, and observation. First Army Air Service now had 49 squadrons, divided almost equally between French and American.]

Thur. Aug. 8. Ran down to Vaudoy & flew with Fumat this afternoon.

Fri. Aug. 9. Gen. Menoher, comdg the 42nd Div. lunched with us this noon. His division lost 6000 men in the drive here--it is now resting. After lunch, with Morrow, Boyrévin and a Lt. Haddon of G-2, went to Chateau-Thierry to see Montcabrier about taking over the Air Service tomorrow. Then on to Ferme les Greves where Hall now commands the 3rd Corps Air Service. Fumat & a lieut. from Vaudoy came in with the dual control Nieuport, which is to be left there. The British cavalry seems to be doing fine work in the drive in front of Amiens and the Boche is going back on that front.

Sat. Aug. 10. I happened to be in the hallway when Gen. Pershing arrived just now [to take over command of First Army which had officially been formed on this date]. He shook hands and said he was glad to see me--he always says that I suppose. Ran in to 13 R. St. Florentin [Paris] to

*These two units (and eight other squadrons) had been trained in Texas by members of the Royal Flying Corps.

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Ralph Royce



William "Billy" Mitchell

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William K. Thaw



Quentin Roosevelt

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John H. Jouett





Harold Hartney

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Elmer Haslett



Douglas Campbell (left), Alan Winslow (right)

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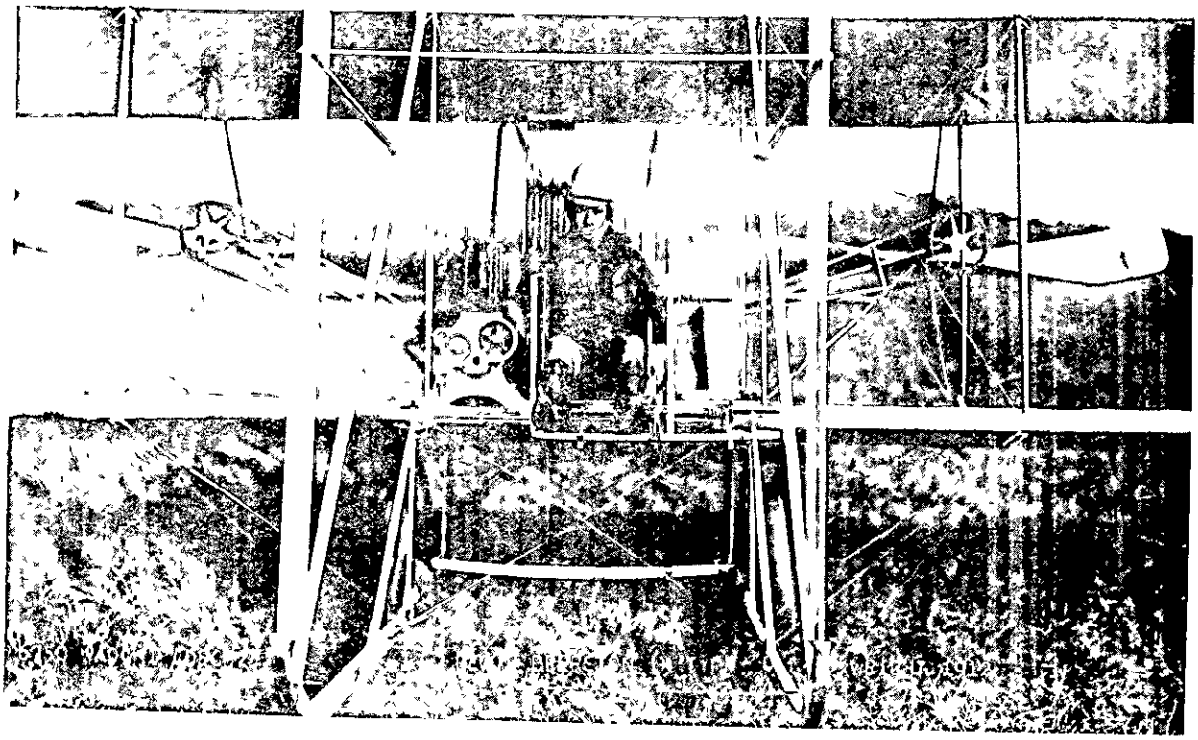
John Paegelow



Henry C. Whitehead

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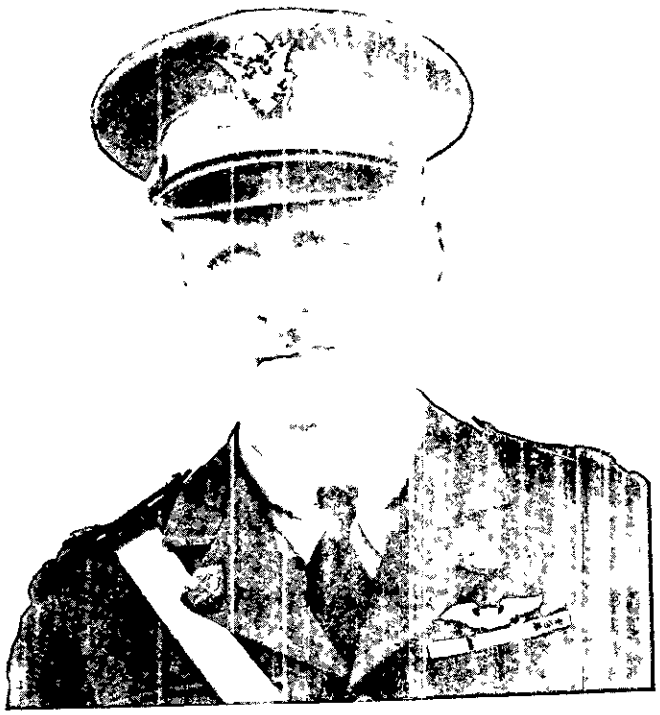
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Lewis Brereton, 1912

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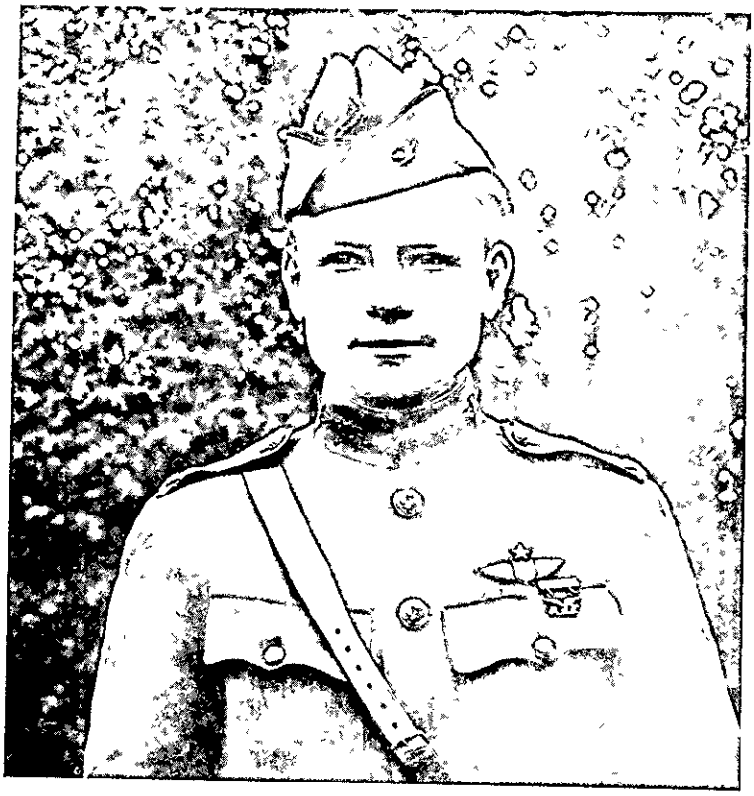
Carl Spaatz



George Kenney, ca. 1921

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Thomas de W. Milling



Charles de F. Chandler

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Raynal C. Bolling



Field E. Kindley

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Reed G Landis



Mason M. Patrick



Pilots of Lafayette Escadrille, with Pet Lions

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leave my Boche machine gun--found that Father is not expected for the present.* Found Huntington H. [Harter] at the Ritz, Backus of the aviation who is serving in a French squadron on the Montdidier active front, Lachlin/ of the Embassy, and Doc Sturgill. The aviation is certainly tearing it up in the Montdidier sector. Met Mrs. Hall, mother of the 3rd Corps Air Service Comdr [Melvin Hall], whom Katherine has often spoken of. On the street ran into Joe Baer, Dr. Bunker, Carson, and finally McCawley. He had come in to get some tents as his company has been living on a hill since its arrival in the sector, with only pup tents, and he had none himself. Real war for some. At least he has not had his balloon burned, and the other two cos. have. In spite of a blow-out I was home in La Ferté at 11:30 P.M.

Sun. Aug 11. Packed my trunk and sent it to Hdqts. Orders are [for First Army] to move to-morrow, destination to be given later.

Mon. Aug 12. On reaching hdqts. at 7 A.M. I found a notice that the move was postponed for 24 hours, so Dawley & I borrowed Barnes' car, loaded up with cigars, cigarettes and commissaries and rode out to Coincy where we had lunch with Brereton & his 1st Corps Aero mess, then on to Fere-en-Tardenois for a heart-to-heart talk with Gen. Lassiter on the Air Service & Artillery cooperation. Called at Corps Hdqts. when I found Bugge, Cit. Montgomery, Williams, R.H. etc. We passed Gen. Menoher on the road going out, coming in with his 42nd Div. for a rest. Then on to Chierry// which is only a mile or more from the front. Here we found our infantry reserves lying in small pits dug into the banks on the side of the roads toward the enemy. Found Rucker of the Artillery, commanding a battalion, located in a half dugout in the side of the hill. When we asked him about his losses, he said he had just lost one killed and one badly wounded from a shell, and showed us the hole about ten feet away. An hour later Dawley was talking to him on the phone & he said two more shells burst in the same spot just after we left. Next we visited Col. Scott at his heavy artillery hdqts. at Les Bouleaux farm just south of Rucker's place. It was disconcerting somewhat, every minute or two, when the big guns went off in the neighborhood, shaking up the house, interrupting the conversation. Scott did not think the Air Service had done a great deal for his heavy guns. On our way in, we stopped to watch three Boche planes burn a French balloon. First the anti-aircraft shells showed us the Boches at an altitude of perhaps 2000 meters. Suddenly the Boche came down in a long dive. Two observers jumped with their parachutes and came down all right. There was a confused picture of balloons, black shell bursts, and the Boches darting thru the middle of them, then

*Lahm's father, Frank S. Lahm, although past 70, had served in the States Balloon Division as a technical expert since soon after the U.S. entered the war. He was scheduled to visit France in August 1918 but did not arrive until December.

/Apparently this is Irwin Boyle Laughlin, Secretary of the U.S. Embassy in London, 1912-1919.

//See map 6.

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three Boche planes started off for home, a balloon burst out into flames and came down leaving a large black cloud of smoke behind it.

Tue. Aug. 13. Left with Morrow, Charley Thompson and [Phillip] Roosevelt, reaching Neufchateau* [new headquarters of First Army] after a very comfortable 5 hours ride in a good Cadillac. A hot brake stopped us for 15 minutes outside of Gondrecourt, so we made the 152 miles at the rate of about 31 miles an hour. It was a beautiful day, not hot, and the latter part [of the trip] thru the attractive region from St. Dizier to Gondrecourt, then thru Joan of Arc's native town Domremy, and in to Neufchateau. We had to line up in the "bread line" at the Lafayette Club for luncheon. Ran up to Colombey in the afternoon to see Foulois--stayed for dinner with them in the mess Louise is now running in the same place we were all spring.

Wed. Aug. 14. To Colombey this afternoon to look up my 81 type Nieuport which I found had just come out of the repair shop & was not yet tried out. Home in a [motorcycle] side car. Hdqts is getting installed in a chateau on Rue du Chateau. I wandered out into the garden to-day--it is a beautiful old place, quite like a Japanese garden, except the water is lacking. A beautiful terrace looks out over the river valley to the east. Shady paths wind thru the trees, over an old bridge and up on a high mound in the middle of the garden. The chateau itself is much run down--the owner is supposed to be the widow of the man that owned the Bazaar de l'Hotel de Ville in Paris, one of the cheaper department stores. Two other chateaux right next to it are used as quarters for Gen. Pershing & his staff when they come here, messes, chiefs of sections etc.

[Editor's Note:

The third Allied offensive was the Oise-Aisne, 18 August-11 November. On the opening day the front extended about 90 miles from Reims westward, through Soissons, to near Ribecourt on the Oise.

By the night of 22 August the French Tenth Army (which included the U.S. 32nd Division), the spearhead of the assault, had overrun the German battle position and had captured 10,000 prisoners and 100 guns. On 30 August the U.S. 32nd Division took Juvigny, breaching the enemy front, and then captured the vital plateau around Terny. The division then was withdrawn from the front line and on 9 September was ordered to join the American First Army.

The center of gravity of the Oise-Aisne offensive now shifted to the area to the east of Soissons. The U.S. III Corps (28th and 77th Divisions) under the French Sixth Army held the front east and west of Fismes.† The two U.S. divisions attacked on 4 September. By the 6th the 77th had advanced to the Aisne; there it attacked daily but made scant progress and on the nights of 14 and 15 September was relieved. The 28th suffered heavy

*See map 4.
†See map 6.

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losses but gained no ground along the plateau southeast of Glennes, and was relieved on 7 September after having been in action since 15 July and having suffered more than 8,500 casualties. Upon their relief both divisions joined the U.S. First Army.

The U.S. Air Service was not directly involved in this offensive.]

Fri. Aug 16. Very busy all day on plans for a "show" to be pulled off in the near future. This evening Barnes, Luberoff, Dawley & I rode up to the Chateau de Bourlimont, outside of town, where Gen. MacLachlin [McGlachlin] has his artillery Hdqts. It is one of the most beautiful places I have seen in France. The grounds are all beautifully kept up, contrary to the usual state of affairs in these war times when labor is so scarce in France. The inside of the chateau is quite in keeping with the outside--beautiful wood carving etc. It was dark and they had only lamps & candles, so we did not have a good chance to see the inside. The owner is the Count d'Alsace and Prince Something. The old man has just been retired as a major of cavalry and is desole [grieved] that he can no longer serve France on the active list. He prefers to be called "Commandant," and not Prince or Count.

Sun. Aug. 18. Very busy all day yesterday on plans for the "big show"--not even time for lunch. Foulois came thru to-day, and this afternoon Chandler dropped in, is on a flying trip to the Advance Zone. Dawley and I rode out to the Art. Hdqts. to-night for information. Plans being perfected, additional Air Service being requested of French and cooperation of British. The 1st Army took command to-day, with the 1st, 4th, 5th, & 6th Corps* assigned.

[Editor's Note:

The fourth Allied offensive, the Ypres-Lys offensive, ran from 19 August to 11 November; it was handled by the British Second and Fifth Armies, a French Army, and the Belgian Army. The U.S. II Corps (27th and 30th Divisions) fought beside the British below Ypres while wiping out the Lys salient. Farther to the north the U.S. 37th and 91st Divisions joined the Belgians in Flanders; their first attack, on 31 October, drove the enemy back to the Scheldt River. The 37th then pushed across the river but the 91st was unable to cross. The divisions were relieved on 3 and 4 November, reentered the line on the 10th, and when the Armistice took effect were well east of the Scheldt, pursuing the retreating Germans.

U.S. Air Service units were not engaged in this offensive.]

Wed. Aug. 21. Long confab with Armengaud at Mitchell's office yesterday, at the end of which it looks as tho' we would have all the Air Service

*I Corps had been formed on 20 January 1918 and IV Corps on 25 June 1918. V and VI Corps officially came into being on 19 August 1918.

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of the French Army at our disposal.* Ran Barnes' car and Barnes up to Colombey this evening--called on Foulois--Jim Crow Rhea who was out, his Division is now here at rest. The Boche bombers turned loose about this time, so we went out to the edge of town and watched the fireworks. He hit Ochey and their machine guns turned loose on him--anti-aircraft shells over Toul and Nancy showed other points the Gothas were visiting. French and British bombers were out too. Beautiful red and white flares indicated their airdromes. To-day I rode up to Colombey with Joralemon in the afternoon. In taking off with my 23 meter Nieuport it chevalled-de-bois [slew around] with me, turned over completely doing some little damage, but none to me. Dined at Foulois' mess and paid for my spill in champagne.†

Thurs. Aug. 22. Armengaud, Gens. Bowley & Foulois in to-day--also Maj. Burr of the Artillery. Bowley very enthusiastic over the fight near Chateau-Thierry and south of Soissons where his artillery brigade took very active part. A French cavalry brigade which he tried to send into the gap between our 2nd Division and the French division on its right, failed to go forward as its commander said he would do, so threw away a fine opportunity to catch the Boche line between two French lines. Bowley regretted it was not our own cavalry--he thinks ours under the circumstances would have done great work. Talking with various ones, I have come to the conclusion that the French have lost their pep and offensive spirit after these 4 long hard years of war. They will not attack machine guns in place, but they are easily influenced, and with our troops to fight alongside them they imbibe the spirit of our men, which takes them forward when they would not otherwise go. The big chief [Pershing] left here to-day after a couple days stay.

Fri. Aug. 23. Anniversary of my sailing from New York, so put on my second service stripe to-day. Hot-hotter-etc. but not the heat of Texas, Kansas or Nebraska. Pullen, former foot-ball captain [at USMA], was in for lunch to-day--a classmate of Dawley's. Working on plans for the bombing.

Sat. Aug. 24. Ran over to Azelot and discussed with Col. Baldwin, my British friend, the bombing plan I had drawn up. He liked it but doubted the ability of his bombers to go down and shoot up troops in the first line. Brought Lt. Heater, who has been in one of the British squadrons, to Colombey where he reports to take command of one of our new bombing squadrons. Foulois kept me to dinner and to go over a lot of his difficulties in the evening.

Sun. Aug. 25. Tex Westervelt, Hatch, Col. Pfeister [Phisterer] and Shedd, all of the artillery, lunched with us to-day. We celebrated

*For the up-coming St. Mihiel offensive. Lahm's references to planning, from this date through 10 September, are concerned with that offensive.

†A carryover from Lahm's days at Saumur when a spill from a horse was paid in champagne for the whole section to drink.

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Luberoff's lieut. colonelcy which is announced to-day.

Mon. Aug. 26. Orders for advance echelon [of First Army] to move to-morrow [to Ligny-en-Barrois].* To Chermisey & found two night-bombing squadrons (Italian) equipped with 450 h.p. triple-engined Caproni's. This is a large machine, 24 m. span, and nicely built, but the occupants have very little shelter. The rear machine gunner, to use his gun, has to climb up into a sort of cage at the back, where he is entirely exposed. I was shown round by Lt. Verdoia Mario and when I asked him if he were a pilot he said No--he had been a pilot but is now an observer as he cannot use his left arm well enough. He had been hit by a piece of shell last year, on a bombing expedition in Italy.

Tue. Aug. 27. Move postponed for G-3. Others got off to-day [to Ligny]. Another day of "watchful waiting."

Wed. Aug. 28. Left with Watkins, G-5, in a Martini, stopped at a little town just south of Vaucouleurs where I found Frank P. who had just taken command of the [1st Infantry] brigade on his promotion to Brigadier General. Had a half hour's talk with him about the fighting in the Soissons-Chateau-Thierry show when his regiment lost about 50% of its strength--more than that among the officers. Landed in Ligny-en-Barrois in time to settle in my billet at No. 91 Rue Neufchateau. It is not the same clean and neat room that I had at Neufchateau. This afternoon Ward and I rode out to Souilly and Dieue, back by Pierrefitte, to take a look at the roads leading up into that region. Our troops are already beginning to show up on this front.

Thurs. Aug. 29. We had Capt. Roy Marston with us at dinner in Neufchateau the other night. He was the Yale forestry expert who used to spend his summers at West Point, was in the same convoy with me coming over. He has made quite a reputation over here as a QM. Something I ate last night went badly. This billet isn't much for cleanliness, and there are some howling children in the house, but the poor woman in charge deserves sympathy. Her husband was killed on the Marne at the beginning of the war. For 7 1/2 months she lived in her home near Sedan, behind the Boche lines, working for the B. She had to run a mess for them and do laundry. Sometimes they were decent to her, some were not. Finally she was repatriated thru Switzerland with her three children and only the clothes on their backs. The owner of this house with her daughter and son-in-law, are away on a 3 months visit.

Fri. Aug. 30. Ca va mieux [I am better]. Up and at work but a little wobbly. Gen. Patrick was in to-day, taking a look round. Gen. Trenchard too. Berard came in this evening to help Paegelow during these trying days. He needs it.

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*Mitchell's First Army Air Service Headquarters also moved to Ligny. See map 4.

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Sat. Aug 31. Went out with Mitchell on an inspection trip this afternoon, over much the same route as Ward & myself the other day--but we stopped at Benoite Vaux at 5th Corps Hdqts - Geo. Cameron was there - he commands the Corps now - Rusty Burtt, C of S., was out, so was Rusty Russell, G-2; saw Gens. Buck & Babbitt, division & art. comdrs. respectively and Maj. Breckenridge, formerly asst. Secy of War, now in G-2. Busy with bombing plans to-night.

Sun. Sept. 1. Kerth dined with us to-night - he had an interesting time in Roumania & Russia up to last February when he was ordered to France, after dodging Boche & Bolsheviks in the East. Beasley [Beezley] up from Neufchateau.

Mon. Sept. 2. Borrowed Morrow's car and went to Gondreville* where I found Dennis Nolan & Thompson (the former now a B.G.) looking over the good work of the 91st [Observation Sqd]. Reynolds took me up in his Salmson for a 55 min. flight - we went to 4000 meters and crossed the line to about Thiaucourt - saw no Boche and when the antiaircraft shot at us, as they did twice, they were wild. The lake at Lachaussee, Chambley,/ where Katherine [Parker] & I visited in 1905, even Metz, showed up plainly. The trenches are always easy to see. The battered villages near the lines, presented a characteristic appearance--lighter colored than the others - with no shadows particularly as there were no high walls left to throw them. Once Reynolds dived and turned loose his machine gun - I looked hard and could not see the Boche, but got my own twin Lewis ready in case the Boche came into range. Found after we landed that R was simply trying out his gun on a village. I was surprised to find how easy it was to handle and fire the guns from the rear seat, and practiced a little on a couple of Boche villages. I was also surprised to see how easy it was to locate myself by the landmarks - I don't see how our pilots lose themselves in this sector. It was my first experience across the line and one I enjoyed immensely - hope to have more of them. Brought Reynolds back to Ligny with me.

Fri. Sept. 6. Bombing plans have been of greatest interest this week. Rain has cut down aerial activities.

Sun. Sept. 8. With Dawley & Selleck (a Major of Art.), rode to Toul this afternoon. Called on Gen. Lassiter at his hdqts - "toujours le meme" [always the same], complains that he was not given sufficient Air Service - having trouble with his ammunition supply etc.etc. Dropped in at Atkinson's & Brereton's hdqts., then to Corps Hdqts to say "How" to Billy Haskell, Leasure etc.; found Chaffee attached there. Cubbison dined with us. Ran onto Gen. Gatley - an anarchist as far as the Air Service is concerned. Says he never saw it around when his brigade was in the line near Soissons, but that he sees young aviators all riding in Cadillacs, running into the cafes and resturants and entertaining the ladies. Ran home in the dark - military police made us put out our lights at every town & often between

*See map 4.
/See map. 5.

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towns, and as the road was lined most of the way with our troops making a night march to their positions in line, our progress was slow. Col. [Peting de]Vaulgrenant, in command of the French Aerial Division, with his Chief of Staff, Comdt. Fecamp, [Fequant] was in to-day. He has established his hdqts. at Tannois near here; the two brigades are to arrive in a day or two.

Mon. Sept. 9. The complete plans for the coming operation are now drawn up, approved, printed and issued. We are committed, so to speak. Phone message from Milling this afternoon says Gorrell phoned from G.H.Q. that we are Colonels, also Dodd, Morrow, Kilner, Baldwin, Dunwoody. Rain is helping in our concentration and preparation. The Boche has little or no opportunity for aerial observation, but as he increased his balloons opposite the 4th Corps yesterday, he is evidently looking for something. This afternoon I found a wedding party in the garden back of the house where my billet is. A young soldier attached to a French hdqts in town is the bridegroom, a young girl of the neighborhood, the bride. The women in the house told me with some bitterness that her young brother who is so "gentil" is at the front in an infantry regiment where the heavy drive is on. This young bridegroom is not exposed to fire. The wedding party had come into the garden to be photographed. It was a quaint gathering. The soldier looked fine in his new uniform, the bride very attractive in her white dress and wreath on her head. The male relations were mostly dressed in long black coats, sleeves quite overlength, which evidently had not been worn for a long time and they did not look comfortable in them. The women were all of the goodly peasant type, with less pretence [sic] at "dressing up" than the men.

Tue. Sept. 10. Rain all day. The Boche will learn nothing of the preparations in this kind of weather. Dawley and I took in "Baby Mine" at the Y.M.C.A. ball this evening, a special performance for officers. Very funny and a great boon to have something entertaining.

[Editor's Note:

The fifth Allied offensive of 1918 was the St. Mihiel, 12-16 September. This was largely, but not entirely, an American affair.

Earlier, on 24 July, American GHQ had ordered the organization of the American First Army, to take effect on 10 August, on which date General Pershing would assume command. Also on 24 July General Foch had assigned to the American forces the task of reducing the St. Mihiel salient. On 9 August it was decided to leave three or four American divisions on the Vesle River (generally along the line Soissons-Reims) and to move all other combat-ready troops to the Woëvre region, where the First Army would prepare for the St. Mihiel offensive. On 13 August, First Army Headquarters opened at Neufchateau (south of St. Mihiel and Toul) and throughout August and the early part of September, American troops from all parts of the Western Front and from the training areas near Chaumont poured into the St. Mihiel area, leaving on the Vesle Front only three U.S. divisions, under III Corps.

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And on 30 August Pershing took command of the Woevre sector from Port-sur-Seille (east of the Moselle) westward to Watronville (southeast of Verdun). The American Army thus was established in a particular area with a definite job to do.

The St. Mihiel offensive began on the morning of 12 September when the U.S. I and IV Corps attacked on the right (south) side of the triangular salient, the French II Colonial Corps hit the tip of the salient opposite St. Mihiel, and the U.S. V Corps attacked along the left (west) side. All elements advanced rapidly and before night on the 13th the 26th Division (V Corps) and the 1st Division (IV Corps) joined hands, which completed the reduction of the salient.

First Army continued to advance on the 13th and at the end of the day it had regained some 200 square miles of territory. From then through the 16th French units replaced many elements of the First Army so that the latter could move to the site of the next great offensive, the Meuse-Argonne, and on 16 September the St. Mihiel offensive came to an end.

First Army Air Service played a unique and powerful role in the St. Mihiel operation. American, British, French (and a few Italian) air units, totaling almost fifteen hundred airplanes and twenty balloons, had been placed under the command of Billy Mitchell for participation in the battle. It was the greatest concentration of air power that had ever taken place and the first time that an air force, cooperating with an army, was to operate under a broad tactical-strategic plan which contemplated air action both to give direct support to the army's advance and to attack the enemy's line of communications, troop concentrations, and cities. The plan worked remarkably well: in spite of a great deal of bad weather, bombers and fighters struck key points and enemy columns well in the rear of the battle lines, which not only forced the German airmen to fight miles away from Allied ground troops but which so blocked enemy troop movements that thousands were captured by the advancing American and French infantry. In addition, Mitchell's planes carried out close support operations which gave real protection to the troops and, through observation, served as the eyes of the ground forces. From the beginning, Mitchell's forces had numerical superiority and he used it to seize and hold the offensive.]

Thurs. Sept. 12. This is the day. The American Army has started its first drive. At 1 A.M., the artillery opened up with its preparation, and at 5 A.M. our infantry and tanks went over the top. 4 divisions of the 1st Corps, 3 divisions of the 4th Corps on the south of the St. Mihiel salient, while 2 Divisions of the 5th Corps are attacking in front of Souilly, with the intention of pinching out the salient. Any amount of Army Art. borrowed from the French. A concentration of 1300* airplanes under Mitchell, includes the whole French Aerial Division under Col. Vaulgrenant, three French night bombing squadrons, two Italian night bombers, several French Corps & Army observation squadrons, beside all of our own air service, composed of 12

*Mitchell had 1481 planes under his command.

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pursuit squadrons, 12 observation, and one bombing squadron. The French Colonial Corps holds the salient point. The weather has been miserable for several days, and worse than ever to-day. In spite of that our troops have pushed right through, passed their "first day" objectives and are pushing on to the second day or final objective. The Aerial Division (French) put in a busy day, bombing and machine gunning troops and convoys & dumps. They had to operate between showers, thru the clouds, and part of the time in the rain. Our own Air Service has done some good work.* The French have 7 planes missing at the end of the day, three men burned up when their planes came down in flames, one severely injured.† One of our balloons broke away & when last seen was at 10,000 feet headed east over Germany, with Lts. Tait & Hinman (two or our good observers) still in the basket.†† The Boche did not offer a great deal of resistance; he knew an attack was coming from the south, but did not know about the attack from the west, nor did he know the day or hour of the southern attack. He left some machine guns behind to hold up our troops, and from the west started to scamper with his artillery which was still there. In spite of the mud, the tanks pushed well up behind the infantry. Three of our balloons followed up and crossed the original first Boche lines. Frank's Division, the 1st, was the left one. They pushed forward rapidly, and our whole line reached its objectives ahead of time. Secy [of War] Baker was here to-day and went on up toward the front to see what was doing.

Fri. Sept. 13. During the night a brigade [2d] of the 1st Division pushed over to Vigneulles and connected up with troops [51st Brigade] from the 5th Corps, thus cutting off the salient and bottling up a lot of Boches which the 2nd Colonial Corps [French] will mop up. The 2nd Cav'y [U.S.] took part in the move to Vigneulles and to-day is operating around there. The British bombers hit Metz and Courcelles last night in conjunction with our attack. Reports to-day say we have already taken 14000 prisoners. Apparently the Boche was concentrating for a counter attack, but later airplane reports to-day say that his troops and transport are moving northeast. The aerial division has been out again, bombing and shooting up the roads where the Boche troops were retreating. I have had with me these last two days, a liaison officer from the French Aerial Division, Capt. de-Sieyes, a most likable young officer. He said the first thing, when I explained where the attack was to start from, "Oh I would like to see that place, I left a leg there two years ago." He was in the infantry, lost a leg from

*An outstanding job was done by U.S. and French pursuit planes (especially the U.S. 3d Pursuit Group) which inflicted heavy losses on enemy troops, guns, and transport on the Vigneulles-St. Benoit road.

†Lost by the U.S. Air Service was Lt. David Putnam of the 139th, who was the leading American ace (with 10 victories) when he was shot down.

††This was the only U.S. balloon to break away and have its occupants captured by the enemy. (See also entry of 9 Dec.)

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a hand grenade, transferred to the aviation, had parts of two fingers shot away, was sent to the U.S. as an instructor at Ft. Sill, has now returned & is a staff officer of the Aerial Division. He has an American wife, and speaks fair English. He keeps me informed as to what is doing in the Aerial Division and I try to keep him informed our our plans.

Sat. Sept. 14. I ran out to see where the Boche had been driven out yesterday and day before. Took road to Commercy, Gironville, Beaumont & Flirey. There we ran into a long traffic block due to the road not having been fully repaired across the old first line trenches, both Boche & American, which at this point are right up within a few yards of each other. We left the car to come on the best it could and tramped north, looking into Boche dugouts and trenches. A machine gun with its ammunition was still in place just back of the first line. Shortly back of this, a 77 field gun was in place beside the road. No dead Boche or Americans, tho' a big pool of blood, a helmet & coat, showed where they had gotten one of our men. A sergt. of cavalry came up--it was Lundy, who was my trumpeter in "A" troop of the 6th in Texas in 1915. We rode ammunition trucks into Pannes where we found Col. Riley's [Reilly] regt'l hdqts. (F.A.). He insisted on giving us some fried eggs and grapes, which tasted good as we had had no lunch & it was 3 P.M. His reg't had pushed right up the first day without any difficulty. Considerable air activity--one of our DH4's, Liberty motor, came down & dropped a message on the 42nd Div. dropping-ground as we came into Pannes. Reilly had a wooden cross in his room, which the Boche had marked (in German) "Here lies an American flyer, 1st Lieut., killed in an air fight Sept. 7, 1918." The Boche had not yet had time to set it up. Reilly is now trying to find the grave. We caught Quekemeyer in a car and rode with him thru Nonsard to 1st Div. P.C. Found John Greely, so near dead from loss of sleep, he could hardly stay awake. This Division has just come into reserve & is leaving the line. The P.C. is established in a fine Boche installation, where a medical unit had been located. Nice wooden huts with electricity & built-in cement stoves. It seems the enlisted men had run off thru the woods and escaped, but the officers had waited for transportation so were captured. Patton of the tanks was on the road - highly enthusiastic - said he had ridden into a town on the top of one of his tanks and taken 30 prisoners - that his tanks were now out in front of the infantry & just waiting for an attack - that 70% were in commission. These wild reports were not borne out at all by official reports when I returned - the tanks were behind the infantry and did nothing. Tried hard to find Frank Parker's [1st Infantry] brigade hdqts in the Bois Rate, but it was not accessible by auto - did find Col. Lee and the 18th Inf. [Regiment] and left some commissaries & tobacco with him. Back via the famous Montsec.* Fine roads & 60 cm. railroads all thru the woods in this vicinity - one large Boche engineer dump. We are surely inheriting some good things for the coming winter. Montsec was fairly well shot up, one of the largest dugouts had had a direct hit from a big shell - the others were all intact. Fire had not been very accurate. Gun

*From the heights at Montsec the Germans had been able to observe a large part of the Allied lines in the St. Mihiel sector.

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emplacements were there, just as we suspected, particularly one for big guns that used to shoot up Boucq and other towns in our lines. The number of shells we had put down behind the Boche lines did not seem enormous. It looked nothing like the Chateau-Thierry district after the Boche had been driven back. No dead anywhere, except about half a dozen horses. Our men all looked in good shape, clean and shaved. The operation did not last long enough to impose any great hardships. Reilly said he was 30 hours without rations or forage, but they had carried two days supply, so were well off. A tank trap was interesting. It consisted of a broad ditch closing an opening in the woods. In Commercy found Smith, W.D., O'Hara.

Sun. Sept. 15. Operations are slowing up. The battle is really over. 15,000 prisoners, a lot of guns (about 200) and the salient straightened out. This afternoon I walked down to the prison pen where several thousand Austrians & Germans are held till transportation is available to take them to the rear to work on the roads, in factories, on the railroad, etc. The Austrians are a miserable looking lot. One of them had a unique way of washing his face and hands. It resembled the Chinaman's plan for sprinkling clothes. The German officers were a pretty keen looking lot - generally husky, tho' some were of the student type and wore glasses. On my way in, I saw a crowd of children following some one in the street - it proved to be Clemenceau, the [French] Premier who came down to look at the battle-field. He is old and looks as tho' he had passed the stage for guiding the policy of a great nation in the greatest of wars - but he has not.

Mon. Sept. 16. De Sieyes told a remarkable story to-day. The [French] Aerial Division on one of its bombing raids a couple of days ago was attacked by Boche planes. One of the French planes was set on fire. With the flames extending out to the rear in a stream twice the length of the plane itself, the pilot maintained his place in the formation, went on fighting, shot and brought down a Boche plane, then all in flames himself, waved his hand "Adieu" to the other machines in the formation, and dived down to his death. Could anything be more heroic! or sad? Lt. Boyau, of the Aerial Division, who has 40 Boches to his credit, was missing this evening. His specialty is balloons, of which he has brought down more than thirty.

Wed. Sept. 18. A hurried trip to Neufchateau for a hot bath at the Lafayette Club, put in mileage voucher & get some eagles, the supply at Ligny is exhausted due to the large increase in the crop of colonels.

Thur. Sept. 19. A hurried trip to Toul, and brief talk over the phone with Haskell out at the 4th Corps, who is to be G-3 of the newly organized army [U.S. First Army]. On the road I passed one of our divisions moving in the rain. War is slightly hell, as demonstrated by movements of troops in the rear areas. Several overturned motor trucks and broken up autos, the result of so much traffic - one dead horse and several abandoned ones, the result of hard marching & little forage. Col. Thayer 2nd Cav'y in to-night for dinner with Maj. Butler, M.C.

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Fri. Sept. 20. Dawley & I had a most interesting trip to St. Mihiel this afternoon. The approach is thru a vast network of trenches and barbed wire, the first line French trenches only a few meters from the old first line of the Boche. Part of the town is pretty well shot up, but a large part, especially on the hill, is intact. It was occupied for four years by the Boche, up to the time of our drive of a week ago. I talked to an elderly woman on the street who said there were some 2000 French inhabitants in the town all the time. She herself never left the house, and no civilians were allowed to leave the town. There was no business, they had to buy everything from the Boche commissary - food was lacking at times, especially milk for the babies. Some of the Boches were ugly, but not all - she said there was considerable debauchery - a lot of French women had been evacuated by the French since reentering the town. On the edge of town was a large Boche cemetery with some large and really fine carved tombstones. Evidently they quarried rock in the vicinity, had some good stone carvers, and kept them busy during their spare time. My landlady told me to-day of a French boy 15 years old who died of starvation in the town of Heudicourt, a little north of St. Mihiel. Think how happy these people must be to have their towns taken again by the French after 4 years of imprisonment under the Boche. We were caught in a traffic block south of Bar-le-Duc & did not get in till nearly ten, so dined on fried eggs, bread and jam.

Sat. Sept. 21. Had a Dodge all to myself to make the move from Ligny to our new advanced headquarters at Souilly.* There are few people in town here, and I was warned that we would find it pretty dirty so I brought sheets & p. case with me. Found a comparatively clean billet at 45 Grande Rue; an electric light is evidently the sign of former occupancy by the 2nd French Army Hdqts. They moved out last March when the Boche drive started, as it is only about 20 km. from the front lines. We have a combined G-2 and G-3 mess next door. Just outside my office door is a long flight of steps leading down to a good underground "abris" [shelter], all fitted up with little rooms where there are beds, tables, phones, electric lights etc. so that hdqts. can go down there and function should the Boche bombers become too troublesome, and a French G-2 Major who had been here with the 2nd French Army said we could count on being bombed.

Sun. Sept. 22. Gen. Patrick came thru to-day - had Gorrell with him, on an inspection trip. Capt. de Sieyes, up from the [French] Aerial Division.

Tues. Sept. 24. Up in the vicinity of Sivry-la-Perche/ looking over the coming battleground. A beautiful view of Le Mort Homme where heavy fighting took place during the big battle in 1916, and Montfaucon which will no doubt prove a hard nut for us to crack.

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*The next day, 22 September, Mitchell moved his Headquarters, Air Service, First Army to Souilly so as to be near Pershing, who had moved his Headquarters, First Army, there on the 15th (For Souilly, see map 5).

/See map 5.

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[Editor's Note:

The sixth and last Allied offensive of 1918--and for the Americans the great one--was the Meuse-Argonne, 26 September-11 November. This offensive was directed against one of the most sensitive areas in the German defensive system and, so, one which was stoutly defended. The terrain was varied, rough, and well-suited to defensive operations; the German positions were organized in depth, were thick with barbed wire, and covered with concrete artillery and machine gun emplacmenets. All in all, the Meuse-Argonne was probably the toughest part of the long front from the Channel to Switzerland.

Under the plan of attack the American First Army would strike along the eastern half of the sector, from the Meuse to La Harazee in the Argonne Forest (some 10 miles below Grandpre), to near the western edge of the Argonne, from which point the French Fourth Army would attack along the western half of the sector to Prunay just east of Reims. To carry out the plan Pershing secretly moved more than 800,000 men at night and through mud and cold, replacing the French Second Army with the American First; by 21 September the troops were in position.

The first phase of the Meuse-Argonne ran from 26 September through 3 October. In it, First Army moved slowly but steadily forward, against increasing resistance, until on the 3rd it had reached a line Nantillois-Apremont-l'Homme-Mort (east of Binarville). The Argonne Forest was proving to be a rough assignment.

The second phase of the offensive began on 4 October and ended on 31 October. Fighting was bitter and progress slow. The French XVII Corps, bolstered by the U.S. 29th and 33rd Divisions, on the 8th opened a new attack along the east bank of the Meuse, while west of that river the American First Army, after bombarding the enemy for 19 1/2 hours, drove to the German third position while the I Corps cleared the Argonne; the French Fourth Army on the left pushed to Grandham, thus keeping pace with the American advance.

By 12 October the American First Army was more than a million strong and was operating over such a wide front that control was difficult. Accordingly, the Second Army was established on that date under Maj. Gen. Robert L. Bullard, with Maj. Gen. Hunter Liggett taking over First Army on the 16th. During 13 and 14 October First Army reorganized and on the 15th began new attacks. By 31 October it held a line from immediately east of the Meuse (French XVII Corps), thence to Cunel Heights (U.S. III Corps) to around St. Juvin (V Corps), and to Grandpre (I Corps) where the line joined the French Fourth Army.

The third and final phase of Meuse-Argonne began on 1 November. First Army drove hard, and on the 3rd the German Armies in front of it were ordered to withdraw to east of the Meuse. The First followed and by the 11th was across the Meuse in a number of places.

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During these operations the U.S. 2nd and 36th Divisions fought through most of October with the French Fourth Army, which was attacking from the left flank of the American First Army to near Reims.

The American Second Army also had a part in the last great offensive. On 12 October 1918 it took over a defensive sector in Lorraine, with the French Eighth Army on its right and the American First Army on its left. On 1 November it began an advance between the Moselle River and Lachaussee toward Gorze and Chambley. On 10 November its three Corps--U.S. IV and VI and French XVII--all pushed forward until their advance was stopped by the Armistice.

The American Air Service played a major role in the Meuse-Argonne offensive. As in the St. Mihiel offensive, Billy Mitchell commanded a large air arm of American, British, French, and Italian units which attacked enemy airfields, depots, troop concentrations, and lines of communication, protected ground troops, and conducted observation. In the middle of October Mitchell was appointed Chief of Air Service, Group of Armies, which gave him command of all U.S. combat aviation and thereby made easier his task of concentrating air power for offensive operations.]

Thurs. Sept. 26. This is the big day. When I went home last night there was continuous and very heavy firing to the west in the 4th French Army. Our own artillery preparation started at 2:30 A.M. and our men went over the top at 5:30 A.M. The Boche high command must certainly have had a bad night. With an artillery preparation opening up on him over a front of 150 k. [about 95 miles] from Rheims to the Moselle, followed by an attack over a total of 100 k. [about 63 miles], he must have thought h-ll had broken loose, and he could not know where it was loosest [sic] or where to throw in his reserves. When I got up the guns were booming hard - spent the day in the office [G-3, First Army] with Cols. McCleave & Marshall, where operations were directed.

Sept. 27. 3:30 A.M. I have just relieved Marshall in the Operations office and am on duty the rest of the night. Yesterday was an entirely successful day. Our troops pushed forward to their Corps Objectives by about 2 P.M., and on the right reached their Army objective before dark. Our casualties were light and as at St. Mihiel there was not much fighting. The hill & town of Montfaucon was the one stumbling block and it finally was taken toward evening. Prisoners are estimated at 7000, but the woods have not all been cleaned up, as was shown when some engineers of the 4th Division, working on a road that was taken in the early morning, were fired on from a nearby woods. The "cleaning up" process has not yet taken place, and these Boches do not know that they are left miles inside our line. One Boche officer prisoner said they had known for four days that we would attack, and had pulled back their guns to a position he did not know. One Boche private said they did not even know that there were Americans opposite them. The Air Service had a successful day, bringing down some balloons and planes, actual number not known as yet. One expedition by our bombers

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against Dun-sur-Meuse,* lost 5 ships, one of which blew up in the air, evidently due to one of their bombs being hit by antiaircraft. Several long distance reconnaissances were made to the east, bringing in word that there was no movement of troops from there. We had expected reserves to be sent in from that direction. Secy of War Baker came into the office with Gen. McAndrew, C. of S. [GHQAEF], and McCleave explained to them the situation. Covell is just back at 4:15 A.M. from the 5th Corps Hdqts. where he tried to get the facts about their Divisions. One of them has lost all track of two of its regiments but thinks they have pushed ahead. I have just had my fur coat brought over as it is cold and there is no wood. Incidentally I am wearing a fur cap too. 5 A.M. Guns are booming, but there is little doing at the front. No reports coming in. Our French & Italian bombers went over before midnight.

Sun. Sept. 29. This is the 4th day of the attack. The first day went very well - the last two days badly. The average gain yesterday along the entire front was about two kilometers. It has rained, our men have suffered a lot and no doubt are pretty well used up. No reserves are being put in however - they are still held in rear. The 1st [Division] was moved to Blercourt night before last and is ready to go on up. The Air Service has done very well. They have brought down a lot of Huns, and except for the first day their losses have not been heavy. We have had several balloons burned, and Ross, one of our good observers, failed to jump in time, was overtaken by the burning balloon & dropped.† The 4th Army on our left has had but little success - its advances are negligible. The French [5th] Cav'y Div. was reported yesterday to have made 5 kilometers in 24 hours in its march toward the former No Man's Land. The Belgians made a big gain yesterday, taking Passchendaele†† - a year ago when I was with the 2nd British Army, they attacked on part of the same front, before Ypres, after a bombardment lasting several days, and made about 1/5 the gain that was made yesterday. Times have changed. The Boche has lost his holding power, and has not the reserves to stop the Allies advance. Beautiful trip to-day with Mitchell in his two place Spad 230 h.p. Hispano Suiza. Went across the southern end of the Argonne Forest into Champagne where the French were firing with all their artillery, both large and small - it was a great sight, just a little like the firing of the two British Armies which I saw from a balloon a year ago. Four French balloons were up. From here we crossed the Argonne Forest and sailed over the former front line trenches - a mass of barren shell holes. One of our balloons was up, the Boche was firing continuously from the ravine running up from Consenvoye across the Meuse. Little firing was being done from our side of the line. A few planes were up - and went by us. Verdun lay in the valley.

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*See map 5.

†American observers made at least 116 (probably 125) emergency parachute jumps, and this was the only instance in which the jumper was killed.

††See map 3.

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Wed. Oct. 2. The history of these past three days is not good to write about. Our divisions were halted by Boche machine guns, but more particularly by his artillery, losses were heavy, particularly in officers, a couple of our divisions became completely disorganized - stragglers wandered back to here [Souilly]. Finally we gave up the advance, formed a line somewhat to the rear on which to reorganize and collect the men. Two divisions have been replaced - the 1st is now in the line and when word comes to advance, it is expected that it will set the example and carry the whole line forward with it. The congestion on the roads in the rear has been terrible - it has not been possible to get them repaired in time - consequently the men at the front have had to go hungry. In addition they have suffered from the wet and now it has turned decidedly cold - especially at night. Our men suffered from hunger, cold, exhaustion, not to mention deadly fire from the Boche. The startling news of Bulgaria's offer to capitulate reached us two days ago, followed yesterday by the still more startling demand made by Austria on Germany, to start the move for an immediate peace. Germany may well be responsible for all this, but it shows the beginning of the end. I am ready to bet however that we will still be fighting six months from now. The Kaiser no doubt knows that he must stop this off. [offensive] soon - but he is like the man who had the bear by the tail. In the meantime, the British, Belgians & French are all pushing back the Boche. "Roy" Barnes was just in - he is very happy at being relieved as Adj. General [First Army] and going to command an artillery regiment.

Thur. Oct. 3. Borrowed Watkins' car and chauffeur & left at 5:45 P.M. for Rarecourt* where the Signal Corps gave me a basket with 4 carrier pigeons, message tubes, blanks, feed and instructions how to handle them. From here I went north thru Clermont-en-Argonne then on across the old front line trenches to Varennes. Traffic jam held me up for a half hour but finally reached 1st Div. P.C. at Cheppy, where they told me 1st Brigade P.C. (Frank Parker's) was near Charpentry. As the roads are one way only, I had to return to Varennes, come out the Cheppy road again and turn north to Charpentry. Some big tractors, hauling heavy guns held me up for some time, so reached Charpentry about 10 P.M. Air was pretty strong with gas. Left the driver and car beside the road and stumbled around in the dark till I found a lighted dugout which proved to be 16th Inf. Hdqts. - they directed me to 18th Inf. [Regiment]. By this time heavy shell fire was falling. Found 18th Inf. and Col. Hunt, who gave me a runner to show the way to Brigade P.C. On returning to the car, I found the driver lying in the road in front of the car - said his arm was broken & that he was badly hurt. It took but a minute to get him on a stretcher and into a dressing station in a dugout only 100 feet away. A 77 shell had hit within 10 feet of him - he had a hole in his leg so large I could put my hand in it, the flesh was entirely gone from half of his right arm from the shoulder to the elbow, leaving the bone entirely exposed - another serious wound in the leg & any number of small pieces of shell all over him. While the doctor was working on him, the mustard gas became so strong we had to put on our masks & put one on the wounded man. At this time there was a perfect hurricane of

*See map 5.

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shells falling on the town. After putting on bandages, the Dr. called an ambulance, put an Urgent tag on the man & loaded him in. Just then word came in that there was a gas case & another man wounded by shell fire. The ambulance was held to take them too, then started for Cheppy. I waited till the gas had decreased somewhat, then started out with my runner, holding the mouth piece in my mouth & clips on my nose. We took them off when we got on the high ground out of town. Gas settles into low places. Finally after stumbling across country in the dark, we reached the mouth of the dugout at midnight - I climbed down the steps about 40 feet underground where I found a typical concrete dugout - all the officers were stretched out on the floor in the narrow passage way. An orderly gave me a blanket and I lay down on the floor and slept off and on till 4:30 A.M. We had coffee & bacon. At 5:25 A.M. the attack I came to see, opened up. We stood at the mouth of the dugout and watched it - much like a 4th of July celebration but noisier. There was almost no response from the Boche artillery. Our reserves came along over the hill in the dark and disappeared toward the front, a long line of columns moving silently. The Charpentry ammunition dump was hit and is cracking merrily as the ammunition explodes. As daylight came I saw 80 dead horses lying in the valley below. At 6:45 A.M. it was light enough to see one of our balloons - two others came up shortly; two Salmsons went over, followed shortly by several others. From then on our Air Service was active all day, except for about half an hour at noon. I released my first pigeon which circled round then headed due south for home. We picked up our gas masks, kit bags, pigeons etc. and started forward. Before going one kilometer we began to find dead, both American and Boche - at the end of two kilometers we were stopped by shell fire and dropped into holes for shelter. I found a Spad monoplace, No. 24, overturned & completely smashed up in a line of barbed wire just beside me. No sign of the pilot. My only companion in my shelter was a dead mouse. 12 dead Americans in the immediate vicinity & 6 dead Boches. Boche prisoners began to pass us here, many of them carrying our wounded. Not a Boche plane in sight. One of ours dropped a message several hundred yards in front of me. When the shelling quieted down, I went out and looked for it with the assistance of some machine gunners but did not find it. Here are some notes written on the spot: "10:30 A.M. No. 6 Salmson, white ring on nose, is circling over us and over the woods in front of us at 50 feet - waved to him. 9 of our planes just went over. Tanks going up. Heavy machine gun fire in the woods in front and toward Apremont which is west of here. 1:30 P.M. French Art. Hdqts. advancing rapidly to the west - a shell just burst east of them!! Salmson burned up with both men 1 1/4 k. north east of Apremont." About 4 P.M. Frank [Parker] wanted to know what was going on at the front, so with Capt. Coulter & Lt. Daley,* I went up thru the Bois Montrebeaux/ - pretty well shot up with shells, some Boche prisoners coming back, many of them carrying our wounded - ran onto Maj. Emery who had a reserve battalion in the woods. In rear of Exermont, two wounded men were lying in shell

*Officers on Parker's staff.
/Small wood, immediately south of Exermont. See map 5.

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holes - one had been there four hours with a bad hole in his back - asked me to fix the dressing. Later I found some stretcher bearers and told them where to find these men. Here we became separated, but after crossing the valley I found Coulter & Daley with Lt. Col. Hunt, the regt'l commander, at the edge of the woods leading up onto Montrefagne,* a wooded hill covered with Boche machine guns that were pop-popping at us merrily. As many as 150 men were lying in shell holes trying to dodge machine gun & rifle bullets and shells, but most of the latter were going over our heads. They evidently spotted us as officers, because one bullet clipped a twig over our heads, followed immediately by a second that kicked up the dust in the faces of three who had dropped flat. It raised a welt on one man's arm as it went by. A Lieutenant McNish took his company and went into the woods to storm the machine guns on the top but came out a little later, unable to make it. Capt. Campbell & a couple of others are lying dead in the woods, the result of a previous attack. A lieutenant had come up from the west side earlier in the afternoon, reports that he got on the hill and at least 200 Boche ran off toward the east. He looked round and found he had only 8 men with him, so gave it up and came down again. I found a serg't just coming up with about a dozen men, explained to him that he could take the hill if he would approach it from the east flank, led him round the corner of the woods where we promptly ran into machine gun and rifle fire - one bullet kicked up the dirt in such a direction as to indicate that it came from Exermont. I believe there was a Boche sniper hanging back in the town. I pointed out to the sergeant how he was to go and sent him on. I never heard what became of him and his men. Finally a new frontal attack was organized with additional men that had come up. A machine gun co. was placed in the edge of a little wood on our left and started to reply to the Boche's machine guns. Again the troops went into the woods. Finally it was getting dark and we wanted to take back our report, so held a council of war - at the end of which it was decided to organize a line of resistance in shell holes a hundred yards from the woods, leaving patrols in the woods. We left about dusk. I saw some sides of the soldier's game in those two hours that I shall never forget. For the colonel, it was just a hard job to be performed - to most of the officers it was the same - some of the men were a little timid, but most of them simply needed to be led - and there is the important point. We must have leaders, from sergeants up, and all good ones. At one time two Boche planes flew over us not more than 300 feet up, over and over. For some reason they did not seem to see us. One fired his Very pistol/ and drew Boche artillery fire on the hill to the east of us. I could see no one on it.

Then he did the same on the west of us - again the Boche shelled it. Boche pursuit planes were circling round at a high altitude. We were almost ready to get down and pray for an American plane, and like the Campbells at Lucknow, it came. A Salmson just about the same height as the Boche observation plane. In a second they spotted the latter, attacked him and drove

*Small wood, immediately north of Exermont.

/A pistol which fired a Very Light (a flare) used in a system of signaling.

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him back over his own lines, ours following until both disappeared in the mist. Soon afterwards ours returned & circled over us. I waved my white handkerchief to show him where we were and got the other officers to do the same. He must have seen us. Then he circled over the woods - I don't know whether our men showed their panels or not. About this time our pursuit showed up and shortly I counted 29 planes in the air, Boche and American, circling, diving, attacking - separating, climbing and attacking again. Strange to say not one was brought down. We had to keep a careful course on the way back - shells were covering the hill behind us. We found one section where there seemed to be fewer of them and went thru there. Passed Chaplain King on the way back. He had been burying the dead all day. We finally reached the [1st] Brigade P.C. long after dark & so tired we could hardly walk. The P.C. was in a much better concrete dugout near where we had stopped in the morning. Some good hot soup and beans & potatoes tasted very good. I had no blanket but my heavy coat was enough, especially as I had a bunk with some hay on it - left there by the Boche. Tried to phone [First] Army Hdqts. but could not make myself understood.

Sat. Oct. 5. Montrefagne was reported taken this morning. We were shelled intermittently all yesterday & again to-day. An aviator dropped us a bundle of "Stars & Stripes" of yesterday. Aerial activity a little less active to-day. Took motorcycle & side car & ran in to Charpentry this morning to get some chocolate & candles. Found the car I had left there 2 days ago, pretty well shot up, both by the shell that hit the driver and by the blowing up of the ammunition dump right near it. Sent back three remaining pigeons this afternoon with reports on the progress of the attack. Left in side car, picked up my bedding roll at Charpentry, stopped to speak to John Greeley [Greely] at 1st Div. Hdqts., Cheppy, then to the hospital where they told me my driver had died yesterday as the result of shock more than of his wounds. Reached Rarecourt in an ammunition truck, towing motorcycle behind with a flat tire. Voris told me my first pigeon had arrived in 1 1/2 hours, the second in one hour, the third not at all & the 4th in 15 minutes! Searchlights were hunting for a Boche bomber as I approached Souilly. Glad to get back to a good bed again, tho' I really feel better in the field than in an office.

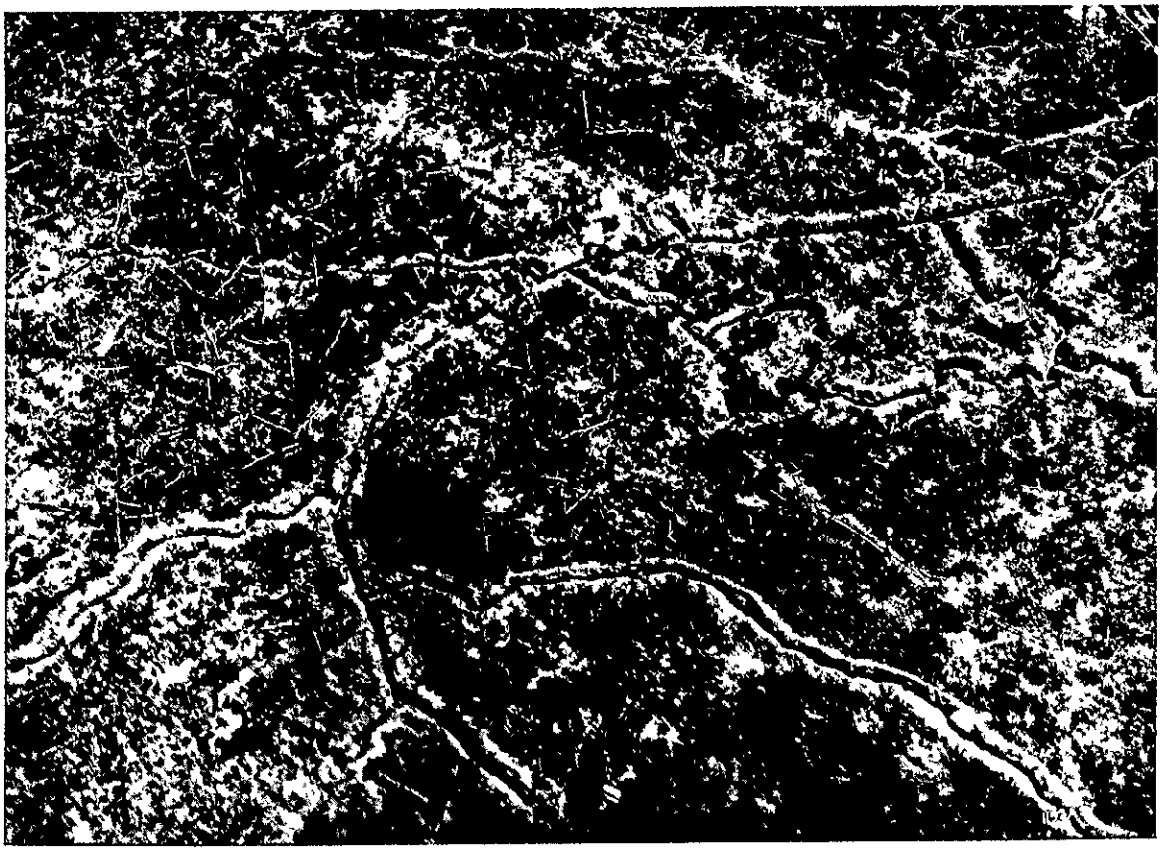
Sun. Oct. 6. Worked my folding bath tub this morning, for a much appreciated bath. Little doing to-day.

Mon. Oct. 7. The 82nd Div. was thrown in to-day to clean up the hills on the west side of the Aire, from which our people have been getting a lot of enfilade fire. We are all decidedly interested in the fate of a battalion of the 77th Div. which has been cut off in the Argonne Forest for three days.* Airplanes have been dropping food, ammunition & medicines to

*This was the famous "Lost Battalion," commanded by Maj. Charles S. Whittlesey. Actually, the "Lost Battalion" consisted of elements of three infantry battalions and some machine gunners, although initially Whittlesey commanded only the 1st Battalion of the 308th Infantry.

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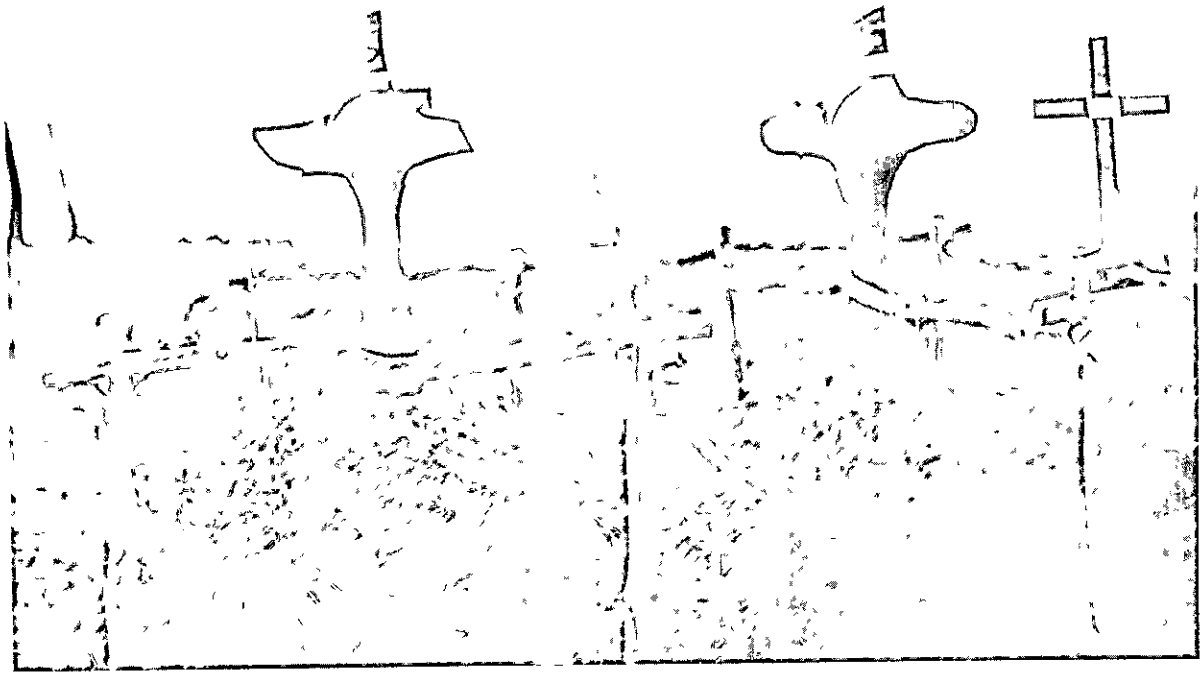
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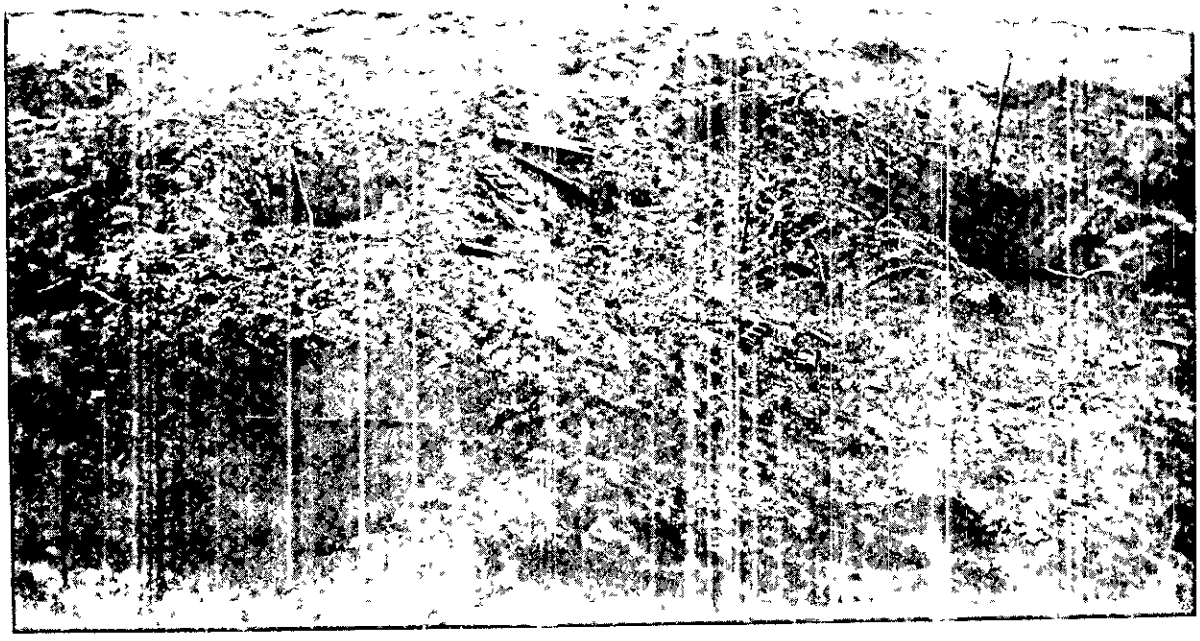
Trenches

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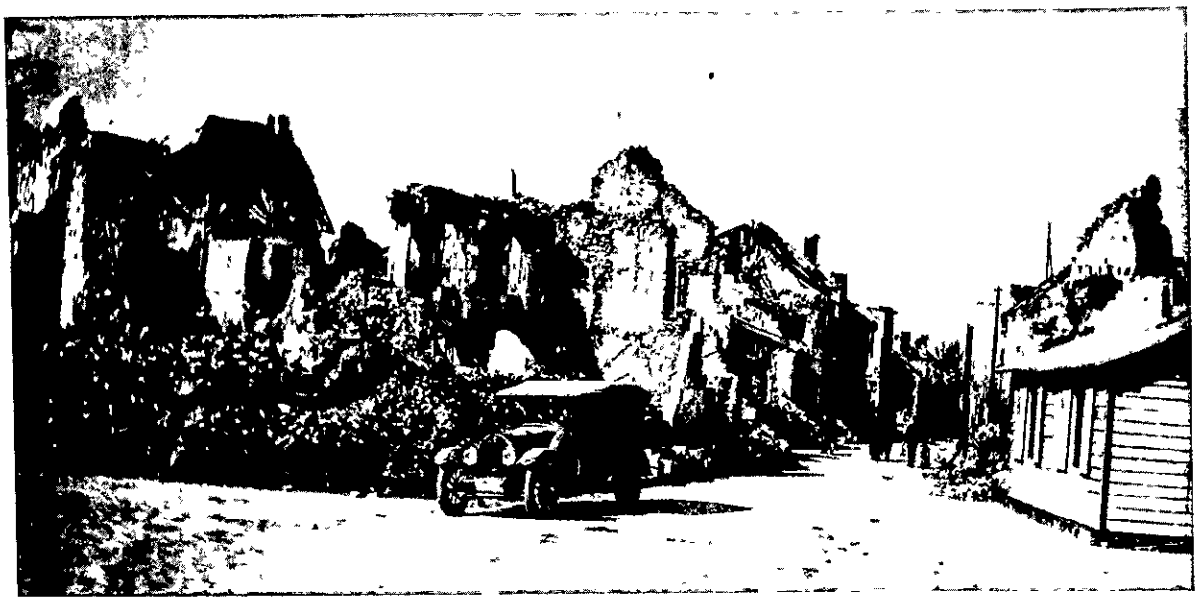
Graves of Air Service Fliers



No-Mans Land

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Fismes, 1918



Caquot Balloon

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them,* but have had no response the last day. Everyone is talking of Germany's peace offer but no one seems to feel it will be accepted. Later. A report just in says the cut-off battalion has been relieved by another battalion of the 77th. They are reported to have many wounded, so must have had a hard time.†

Tue. Oct. 8. Jim Shannon had been at G.H.Q. as personnel officer. Yesterday I heard he was commanding a reg't in the 28 Div. & had been severely wounded. To-night word came in that Jim Shannon had died from his wounds.

Thur. Oct. 10. Yesterday I had a trip to 17th (French) Corps Hdqts just outside Verdun, then to 5th Corps Hdqts. at Verrières Farm north of Recicourt where they are located in dugouts in the side of a hill. Had lunch with Gen. Cameron, comdg., Rusty Burtt, C of S, Rusty Russell, G-2, Lt. Col. Foreman, G-1. They were in the midst of an attack that had started at 8 A.M. and were decidedly pre-occupied. Later this afternoon I went to Mobile Hospital No. 2, just north of Froidos, to see Jim Shannon's grave. He lies under the trees on a hill looking out over beautiful country toward the west. He was hit by a bullet that cut the spinal cord at the neck, was completely paralized [sic] and had no chance for life. He died as he lived, a real man and a real Christian. Chaplain Shipman happened to be in the neighborhood, so was called in and officiated at the funeral. Great news to-day - it looks as tho' the Boche are on the run - British cavalry is reported in Le Cateau, well east of the Arras-St. Quentin line.†† Col. Criger, our British liaison officer, assures us the line is broken. To-night comes the report that the Kaiser has abdicated in favor of Prince Eitel Frederic, or Prince Henry's son. This sounds too good to be true.** As a matter of fact, it is probably not enough to end the war, but it means that the ideal ending of the war is not impossible.

Sat. Oct. 12. Inspected 79th Div. (Gen. Kuhn's) to-day to determine its condition and see how soon it can enter an active sector. Found Gen. Kuhn laid up and looking badly. Tenney Ross, C of S., Wildrick the G-3

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*Lts. Harold E. Goettler and Erwin R. Bleckley who were killed while dropping supplies, were posthumously awarded (1922) the Medal of Honor. Both were members of the U.S. 50th Aero Squadron.

There is considerable question as to the effectiveness of the drops, Mitchell (for example) holding in his Memoirs, p 269, that all of the supplies fell inside German-held territory; others, including Pershing and Harbord, felt that the drops were too inaccurate to be of much value. In any event, something new had been added to the art of warfare.

†About two-thirds of Whittlesey's men were killed or wounded.

††See map 3.

**Which it was. The Kaiser did not abdicate until 9 November. The Germans then established a republic.

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just off sick report. Lunched with them at Troyon, then went out to Mouilly, Brigade Hdqts, then on out thru a most desolate looking forest to Col. Sweezey's regt'l P.C. This is Les Eparges* sector & resembles the woods around Ypres. Nothing but a few scattered trunks left of what had been a forest, the ground an uneven and broken surface of shell holes and demolished trenches that even a tank or caterpillar would have trouble crossing. Found Gen. Nicholson in his dugout at Mouilly. He was on the front line with his brigade in the attack on Montfaucon. He is as active as ever, and like all the 79th, wanted to talk about the fight beginning Sept. 26.

Sun. Oct. 13. Evidently I am to go to Toul as Chief Air Service, 2nd Army, which sounds mighty good to me. Spent the afternoon with Hartney and the First Pursuit Group at Rembercourt. The Group brought down 103 Boche in September and lost but 10 planes doing it.

Mon. Oct. 14. Definite word came thru to-day. Mitchell becomes C.A.S. [Chief, Air Service] of the Group of Armies, Milling of the 1st Army, and myself of the 2nd Army.† I came to Toul this afternoon, dined with Gen. Bullard who commands the 2nd Army, with Heintzelman the Chief of Staff, two French liaison officers, and the Gen's aide. He [Bullard] is very cordial and starts off by insisting on infantry liaison instruction. Ran down to Colombey after dinner, bearded Aleshire in his deh and pumped him for personnel for my headquarters. Slept in my new billet at 23 Rue Jeanne d'Arc [Toul], where I have an electric light, running water and a stove. This all sounds too good to be true. The room is small, but tant mieux [so much the better], I may be able to keep warm this winter.

Tue. Oct. 15. Back to Souilly via Ligny where Luberoff loaded me up with a good leather map case, dispatch case and field desk. Then to Vavincourt†† where I lunched with Reynolds and talked Army Observation--will ask for the 24th [Observation] Squadron of his group. Then to Rumont, to arrange with Major Delauney of the 2nd Colonial Corps Air Service [French]** for panel exercises with our 79th Division.

Wed. Oct. 16. Waited round all morning for my order from G.H.Q. and as it had not arrived left without it, stopped at Troyon & found all arrangements had been made for the panel exercises, then to St. Mihiel where I called on the C. of S. and the comdg Gen. Blondlat, of the 2nd Colonial Corps. The latter is very insistent on instruction for troops. He rather startled me by saying the Boche had beaten both the British and French last spring, not thru superior numbers or more guns but simply due to their higher degree of instruction. Stopped to look at the new aviation field above

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*See map 5.

†Second Army had been formed on 10 October.

††See map 4.

**Delauney and his II Corps Observation Group were assigned to Lahm's Second Army Air Service.

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St. Mihiel, which the 2nd Colonial Corps Air Service will occupy in a day or two. Toul in time for dinner at the hdqts. mess - Haskell, Strong, Reynolds (Dr.), Col. Reber Acting P [Provost] Marshal, at one time C. [Chief] of Air Service, Thompson G-2, etc. etc. Sent Anderson out in the evening to the 37th Div. to arrange for panel instruction with it to-morrow. The Division came out of line to-day, rests to-morrow and entrains for an active sector the day after.

Fri. Oct. 18. Our seventh anniversary - and we are separated by a long distance. I wonder how much longer the separation is to last. Evidently the end of the war is in sight, but I have made a bet that we would still be fighting at Christmas time. In any event, there will necessarily be a long delay in getting home after the war is over, but next Oct. 18 should see us together.

These are busy days, occupied in organizing and getting my force together and operating.

Sat. Oct. 19. Gen. Patrick came thru to-day and stopped for a few moments to look over my organization. Ran onto Billy Williams yesterday. He is with a pioneer infantry regiment, building roads - he took any means at all to get over here but will no doubt soon have a line regiment.

Wed. Oct. 23. Days of organizing - the 6th Corps has come into existence - I visited the Corps Hdqts. at Saizerais* last evening. Found Windy Collins there as Chief of Staff & Duke Bridges as G-1. I sent McNarney as C.A.S.C. with two squadrons, one new & one old, to organize the new [VI] Corps Air Service. "Hobey" Baker, of Princeton fame, has come to the Toul airdrome with the 141st Pursuit - the 25th is under orders to join it. Jouett has reported as Comdr [Second] Army Balloons. Curry has reported as my Chief of Staff, and my office organization is coming along very well. I have now about 10 officers and 30 men. Mitchell was thru day before yesterday. He is establishing his "Army Group" Hdqts at Ligny.†

[Editor's Note:

Between 23 October and the Armistice on 11 November Lahm's Second Army Air Service was made up of the following units:

1. IV Corps Observation Group, commanded by Maj. H. B. Anderson (later by Maj. L. G. Heffernan), stationed at Toul airdrome, composed of the 135th, 168th, 85th, and 258th Observation Squadrons, the 4th Photo Section, and Flight "C" of the 3d Air Park, all located at Manonville and Toul.

*See map 8.

†Mitchell had assumed command of Air Service, Group of Armies, on 21 October.

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2. VI Corps Observation Group, commanded by Maj. J. T. McNarney, located at Saizerais airdrome, composed of the 8th and 354th Observation Squadrons.

3. French II Corps Observation Group, commanded by Maj. Delauney, stationed at St. Mihiel airdrome, composed of the 28th, 47th, and 277th French Observation Squadrons.

4. The 2d Day Bombardment Group, commanded by Maj. G.E.A. Reinberg, located at Ourches airdrome, composed of the 100th and 163d Bombardment Squadrons, and 9th Photo Section.

5. The 4th Pursuit Group, commanded by Maj. Charles Biddle, stationed at Toul, composed of the 141st, 25th, 17th, and 148th Pursuit Squadrons, and 6th Air Park.

6. Second Army Balloon Wing, commanded by Maj. John H. Jouett, stationed at Toul, composed of the IV Corps Balloon Group under Capt. Paul Patterson at Toul (15th, 16th, 69th Balloon Companies), the VI Corps Balloon Group under Maj. John G. Thornell at Saizerais (10th Balloon Company), and the II C.A.C. (French) Group under Capt. Caillot (20th, 52d French Balloon Companies).

7. The 5th Pursuit Group (not formed until 16 November), commanded by Capt. D. L. Hill (later by Maj. Maxwell Kirby), composed of the 41st, 138th, and 638th Pursuit Squadrons, all at Colombey-les-Belles.

8. A few Army units such as the 484th Construction Squadron at Saizerais and the 3d and 13th Photo Sections at Toul.

Soon after the Armistice a number of other units, mostly balloon companies, were added to Second Army Air Service, while the French units went back to their own army.

On 11 November the Staff of Second Army Air Service was made up of the following (in addition to Colonel Lahm): Chief of Staff - Lt. Col. John F. Curry; Adjutant - 2d Lt. E. C. Olds; Assistant Adjutant - 2d Lt. J. R. Cook; Operations Officer - 1st Lt. G. H. Bryan; Equipment Officer - Capt. E. A. Eckman; Transportation Officer - 1st Lt. J. T. Hutchison; C.O. Hq Det. - 1st Lt. Henry Carter; Photo Officer - Capt. James Suydam; Wing C.O. Army Balloons - Capt. C. C. Jones; Radio Officer - Capt. C. H. Burkhead; French Liaison - Lt. Poivillers.

Lahm's principal duties as Chief of Air Service, Second Army, were to command the Army's air units, advise the Army commander on aeronautical matters and make recommendations concerning aeronautical personnel, materiel, and methods, prepare the plans for the employment of all air units in the Army, apportion aeronautical material and equipment placed at the disposal of the Army, and instruct and supervise all Air Service units and personnel

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in the Advance Section, Service of Supply, pending their assignment to tactical units of the Army.

When hostilities ended on 11 November Col. Milling's First Army Air Service--which, being older than Lahm's Second Army Air Service, was much larger--consisted of the following units:

1. Corps Observation Wing, commanded by Maj. Melvin A. Hall, composed of the I Corps Observation Group under 1st Lt. A. J. Coyle (1st, 12th, 50th Observation Squadrons) and the V Corps Observation Group commanded by Maj. M. F. Scanlon (99th and 104th U.S. Observation Squadrons and 214th and 215th French Observation Squadrons).

2. First Army Observation Group, commanded by Maj. John N. Reynolds, composed of the 9th Night Observation Squadron and the 24th and 91st Day Observation Squadrons.

3. III Corps Observation Group, commanded by Capt. W. G. Schauffler, Jr., composed of the 90th and 186th U.S. Observation Squadrons and the 205th and 284th French Observation Squadrons.

4. VII Corps Observation Group, under Maj. H. C. Davidson, with the 88th Observation Squadron.

5. 1st Pursuit Wing, commanded by Lt. Col. Bert M. Atkinson, composed of the 2d Pursuit Group under Lt. Col. Davenport Johnson (13th, 22d, 49th, 139th Pursuit Squadrons), the 3d Pursuit Group under Lt. Col. William Thaw (28th, 93d, 103d, 213th Pursuit Squadrons), and the 1st Day Bombardment Group under Maj. J. L. Dunsworth (155th Night Bombardment Squadron and 11th, 20th, 96th, 166th Day Bombardment Squadrons).

6. 1st Pursuit Group, commanded by Maj. Harold Hartney, composed of the 27th, 94th, 95th, 147th Day Pursuit Squadrons and the 185th Night Pursuit Squadron.

7. 1st Balloon Wing, under Capt. Allan P. McFarland, composed of the 1st, 2d, 3d, 4th, 5th, 6th, 7th, 8th, 9th, 12th, and 42d Balloon Companies.]

Sat. Nov. 9. This intervening period [from the last entry on 23 October]* has had more of interest by far than any other period of the war,

*It is unfortunate that from 23 October to 9 November Lahm was so busy with "organizing, operating, planning" that he neglected his diary, for this period was perhaps the most significant of his entire wartime service.

It was in this period that Lahm's Chief of Staff, Lt. Col. John F. Curry, was shot down while dropping propaganda leaflets (26 October) and was credited with destroying an enemy balloon (3 November), for which exploits he received the French Legion of Honor.

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or any one period of my participation in it. It has been the formative period of the 2nd Army Air Service, for which I am responsible, and which has grown as rapidly as the lack of transportation and a few other essentials would permit. But the history-making event of importance is the arrival of peace delegates from Germany yesterday at Guise, Marshal Foch's presentation of armistice terms and the delegates referral of them to Berlin, with a time limit of 72 hours within which to reply. It seems evident that Germany must accept, no matter how severe the terms may be. Her Armies are in retreat along the entire front. Our 1st Army has driven forward to Sedan, the British & French pushed forward to Valenciennes* some days ago - it will be doing well for Germany if she can save all the troops and supplies which must be between these two places and which are rapidly being bottled up. Personally I hope the Armistice is not a success at this time. I would rather see Germany whipped back to the Rhine than allowed to withdraw there. Only four months ago, in July, she was at the height of her success. The British were not certain that their Armies would not be driven into the Channel and destroyed or captured, the Hun crossed the Marne at Dormans/ and it was not impossible for his drive to reach Paris. Then came the American divisions fresh into the battle. In Belleau Wood, south of Soissons, the 2nd Division, including the brigade of Marines, stopped the Boche, headed him the other way and started him on the back track which he has been following ever since. Bulgaria and Turkey have realized the game was up for some time and have made peace. Austria has made peace, but probably too late. Report has it that one or more republics will succeed the empire. Germany is now threatened with an advance of the Allies thru Austria from the south--the conditions of peace provided for Allied troops passing thru Austria and using her railroads. We shall see what two days will bring forth. Germany is in a bad way from a military standpoint but is still far in front of the Rhine with her troops and could probably hold us off till spring by drawing back and shortening her line, but peace conditions would probably be more severe then than they are now, and she knows it is to her advantage to end matters as soon as possible. My own life these past two weeks has been filled with organizing, operating, planning. Two or three trips to St. Mihiel to see Maj. Delauney & his 2nd Colonial Corps Air Service; trips to 4th Corps Hdqts and talks with Gen. Wells, the C. of S., and B. Enochs the G-3; dinner with Gen. Trenchard at Autigny. Last year he commanded the British Air Force and I met him at St. Omer when I came to France - he was out for awhile but was too good a man to lose, so now commands all the British bombers in this part of France. Sir Walter Lawrence of his staff was up and lunched with me one day. Last evening he phoned that he would be up to-day with Prince Albert, the King's second son, I believe - who is now interested in aviation. Gen. Patrick came thru a few days ago and presented a D.S.C. to Lt. Coleman of the 135th Observation Squadron. The Squadron with all its officers lined up in front of the hangar, Gen. P. made an interesting address to all of them, I read the order reciting Coleman's achievement, and Gen. P. pinned on the cross. Mitchell

*For Guise, Sedan, and Valenciennes, see map 2.
/See map 6.

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runs in occasionally. The 17th and 148th Squadrons which made names for themselves on the British front* are now on the Toul airdrome and I am expecting great things of them. Dawley has come down from the 1st Army and joined Gen. Lassiter's [Second] Army Artillery Hdqts. Conger Pratt over from the U.S. was in the the other day. This morning Prince Albert showed up, accompanied by Sir Walter Lawrence and _____, the latter evidently the Prince's body guard. I took them out to the Toul field where we looked at the ships and he met the group and squadron commanders. It has rained practically all day so there was no flying. I brought the whole party in to the Aviation Mess, where all sat on wooden benches and ate off a decidedly plain tablecloth in a decidedly plain room. Afterwards we went to Ourches and tramped round in the rain looking at the ships. They went on back to Autigny/ from there, while I returned via Colombey. Prince Albert is just a modest, intelligent boy of about 21 or 22. No airs, no formality - tries to make himself agreeable, smokes cigarettes and can say h-ll. As this was my first experience with royalty I was a little uncertain just how to take him but understand perfectly now that he wants to be treated like anyone else. He has been brought up as a sailor, but said he had to give up the sea on account of trouble with his insides - operations etc. He came over to France in an airplane and is attached to Gen. Trenchard's staff - he told me that he did not fly. Probably his life is too valuable for that. He knows something about the game, however, and could describe bomb sights or talk about engines very intelligently. When he left I told him we would like to consider him a member of the mess and he thanked me - then we joked about Sir Walter Lawrence and _____ coming again, in which Prince Albert joined with the rest. Altogether he is a charming boy. Coming back from Colombey to-day I ran into a traffic jam, turned off into a side road, mired in the mud, and after three hours, with the aid of two farm horses which I rustled in Montrot,// managed to pull out. Found everyone stirred up here over an order for an attack all across our front to-morrow, so called in my group commanders and gave them their battle orders.

Sun. Nov. 10. The attack to-day was largely a fizzle - they took some of the enemy advanced posts, then were held up by machine gun fire and artillery - and in a couple of places were thrown back by enemy counter-attacks. Fog held the airplanes in till noon, and even after that time they were not able to do much. Fred Harrington came in this afternoon - he is on duty with the Army Q.M. The Boche must give his answer to the Armistice terms by 11 A.M. to-morrow. The Kaiser has abdicated, revolutions

*These two units served, respectively, with the British Third and Fourth Armies on the northern sector in the general area of Cambrai. They moved to the American front around 1 Nov. 1918, being assigned to the U.S. Second Army. While with the British the two units were credited with 130 victories against losses of 35 planes; a dozen of the units' pilots were "aces."

/See map 4.

//See map 4.

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are reported in Germany. Bavaria has proclaimed a republic - Germany is on the verge of a grand break up.

Mon. Nov. 11. This has been one of the great days in history. 11 A.M. to-day saw the end of the Great War. Orders at 9 A.M. said that the Armistice would be effective at 11, that everything would go on as usual up to that hour but that no troops would cross the lines after that hour. Gen. Bullard phoned that he wanted all airplanes out at 11 A.M. over the lines to see in a general way what was doing, so I ordered all out, observation from 2000 meters down, pursuit above.* Unfortunately the mist did not lift, so they saw little. At 11 the church bells all burst out, the people flocked into the streets, a happy crowd. No one knows how tired of the war the French are. At noon one of our bands was rushed in in autos and paraded the streets with a crowd of American and French soldiers following arm in arm, telephone girls, Y.M.C.A. workers, gamins--This afternoon they brought in one of our colored bands to keep things going. To-night I have just come into my billet. It seemed odd and cheerful to come through lighted streets instead of stumbling thru the dark as we have had to do heretofore. The lights shone through all the windows and doors. They seem exceptionally bright--it looks like Broadway after the gloom we have been accustomed to. We take over Cologne, Coblenz & Mainz/ and bridgeheads extending 30 kilometers from these points. The Boche must hand over 2,000 airplanes, 5,000 cannon, 30,000 machine guns, 5,000 locomotives, 150,000 cars, 10,000 motor trucks, give up part of his ships and dismantle the rest. Surely the "guarantees" look sufficient, but with revolution and Bolshevism breaking out in Germany, maybe it will be difficult for him to carry out these terms. In any event, we may well have to move to the valley of the Rhine and hold down the lid until peace is signed. It is all fine to have the war over, and to have these guarantees, but I can't help feeling it would have been better to have whipped the Boche back to the Rhine rather than let him withdraw. France recovered very rapidly after 1870-71. There is no assurance that the Boche will not do the same. Of course, things are so upset internally in Germany that it may take some time to straighten them out. Perhaps our Army will have to assist in it. In the meantime the organizing and training of the 2nd Army Air Service will continue without any relaxation and just as tho' the war were going on for another year. Met Mitchell, Brereton, Joralemon in Nancy to-night where we dined in the office for lack of room elsewhere. Nancy was filled up with merry makers, the cafes all packed. The Britishers were prominent, parading the streets with their Union Jack. We found a dance in full blast at the officer's club in Toul when we came back. Met Miss Wilson, the President's daughter, who, under Pat Newman's chaperonage, is touring the divisions, singing for the benefit of the soldiers.

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*Lahm's Chief of Staff, Lt. Col. Curry, was in the air, directly over the battle-line, at 11 o'clock. The abrupt cessation of artillery and AA fire brought with it a sudden silence which, Curry writes, "was uncanny."

/The major German cities on the Rhine.

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Tue. Nov 12. Ordered to prepare for a move to-day - following up the Boche as he gets out and across the Rhine. In spite of strict orders against fraternizing, our men and the Boche are getting together in the front lines which are still occupied.

Thurs. Nov. 14. Two youngsters from the 8th [Observation] Squadron came in to-day just back from Germany. They went out late in the afternoon on the 8th on a visual reconnaissance, lost their way in the darkness and mist, knew they could not find their way, so dropped the bombs they had and fired off their ammunition, unloaded some propaganda they were carrying, saw an airdrome lighted up, so landed. It proved to be Bensdorf [Benestroff] south-east of Metz.* They did not know the proper way to come into the field, so ran down a lot of German mechanics, turned over and smashed up; the observer, Lt. Robinson, was pretty badly hurt on the head, Lt. Watson, the pilot, was only shaken up. They were very well treated by the Boche. Robinson was taken to a hospital - later they put him in an ambulance on a stretcher - he went on out thru the front, hid under a freight car, got onto a passenger train and as he had a Boche overcoat and his head all bandaged up the soldiers in his compartment did not recognize him. He rode to Chateau-Salins, arrived there in the night, got out and walked across to Einville where he found Watson, who had been put in a prison but had joined some French soldiers in the night who were marched out and sent back across No Man's Land, arriving in Einville about the same time as Robinson. The French sent them to Flavigny, where Delafond kept them over-night and sent them on in the morning. They said that there was no disorder in Germany, but that the soldiers were all wearing little red ribbons which meant that they belonged to the party that wanted a republic. Even one Boche officer had shown him a red ribbon he was wearing under his coat.

Fri. Nov. 15. Another escaped prisoner came in to-day, Lt. Avery of the 148th Squadron, who was shot down behind the Boche lines on the British front Oct. 8. He escaped once but was retaken, escaped a second time and hid for two days in a Belgian chateau where the owner fed him and kept him in a room adjoining one in which Boche officers were living!! It was a Boche headquarters.

Sun. Nov. 17. Forty-one to-day. Getting past middle age. Well, I have had my share in the Great War, for which I am thankful, and have risen to the command of a B.G. with prospects of the rank. Our troops, the 3rd Army,† jumped off this morning on their way toward Germany to be part of the

*See maps 2, 8, and 10.

†Third Army had been formed on 7 November 1918. Its Air Service, originally under Col. Townsend Dodd, was placed under Billy Mitchell on 14 November; as the Air Service for the Army of Occupation (Third Army) Headquarters would be located at Coblenz. Mitchell's new assignment marked the end of Air Service, Group of Armies, which Mitchell had headed since 21 October. Mitchell returned to the States early in January 1919, and Harold Fowler succeeded him as C.A.S., Third Army.

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Army of Occupation along the Rhine. Billy Haskell & I started at 9 A.M. in a closed Cadillac (closed fortunately, as it has been freezing cold for two days) stopped in St. Mihiel to look at the Boche cemetery, stopped at Troyon* to speak to the 33rd Div. hdqts., found only Allen, the G-2; Gen. Naylor has left to become C of S of the 9th Corps.† From here we followed down the valley of the Meuse to Verdun. Not a house but that had had a direct hit from a shell. A lot of returned prisoners were in the town. I stopped one young Tommy who said he had been held in Metz since last spring, and had had a pretty rough time. He wore a civilian cap and a pair of new Gov't shoes evidently given him by our Q.M. dept. We rode out to the Fort de Vaux of which I had read and heard so much. On the way we overtook some of our 1st Division on the first day of their march to the Rhine. Fort de Vaux lies in the midst of a country that is simply covered with trenches and shell holes. I have never seen so large a completely shot up section. It took hundreds of thousands of rounds to do it. Fort de Vaux was particularly interesting to me. Dug deep into the top of a hill a few miles northeast of Vernun, it consists of subterranean passages and chambers, with an occasional gun or machine gun emplacement and narrow opening thru the concrete. I climbed up one tunnel into an observation post which the French m. gun officers told me was called "Post President Wilson." The fort is garrisoned by French troops--principally machine gunners. A lot of our men seemed to be located in and around the fort and in dugouts between the fort and Verdun. We came back to Verdun by way of Ft. Douaumont and from there to Souilly where we found Mitchell, Arnold,†† Milling, Sherman et al. Stopped to see Marshall who goes to 8th Corps** as C of Staff - also Watkins and Ward. Stopped at Rembercourt# at the 1st Pursuit [Group], missed Hartney, Rickenbacker and Kirby, but found Lister [Lyster]. Since Sept. 1, they have brought down 157 Boche and lost about 20 pilots - some record. At Ligny we dropped in on Bowen, then [to] the new 3rd Army Hdqts. which was just packing up preparatory to moving toward the Rhine. Gen. Dickman in command, Malin Craig C of Staff, Grunert deputy, Cit. Montgomery G-3.

Tue. Nov 19. After some pourparlers [negotiations] with the Chief of Staff, Hersey, Arnold & myself were granted permission by 2d Army Hdqts. to go to Metz to see the triumphal entry of the French troops to-day. Miss Andrews & Miss Pilcher two Red Cross workers at the Bazoilles Hospital, and members of the Leland Stanford unit asked to go with us and got passes from the Chief of Staff. We left at 9 A.M. for Nancy,## stopped at 10th Army Hdqts. for the French passes, picked up a French lieutenant who said he had

*See map 5.

†IX Corps would be officially formed on 29 November 1918.

††Henry H. Arnold was on tour of inspection of the Air Service during November and December. He was never assigned to the AEF in World War I.

**VIII Corps would be officially formed on 29 November 1918.

#See map 4.

##See map 8.

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missed the train - then up the river, thru Pont-a-Mousson, which is pretty badly shot up, thru the old No Man's Land - crossed the river at Arnaville,* then thru Gorze to Chambley where I wanted to see the de Wangen chateau where Katherine and I spent a week in 1905. It is destroyed, as I had heard. In the cellar was the Boche hdqts. with beds still there, tables, candles etc. The yard was full of big and little shell holes where our 75's and 155's had been falling. The out buildings, that is stables, cow shed etc., with servants' quarters were fairly intact, but showed signs of hasty evacuation by the Boche. Hand grenades, pyrotechnics etc. were stored in them. We wandered over the entire place and picked up a few souvenirs such as Boche helmets, rifles etc. Then on to the towns of Chambley, Mars-la-Tour, Rezonville, to Metz. Many home-made American flags were hanging from the houses; they had any number of stars and any number of stripes according to the taste of the ones who made them. It is a fact that there was less sign of want than in French towns. Metz is a city of considerable size and importance - the stores were apparently open and running. The hotel had white sugar and bread. A significant mark was a sign in German, (as were all of them) signed by the Workmen's & Soldiers Council, saying that no disorder should be allowed. At 2:00 P.M. the march past of the troops began and lasted for over an hour. Gen. Petain reviewed them and they looked very well. I did not think the reception given by the inhabitants was particularly enthusiastic. Many young girls in the streets were dressed in the Lorraine costume and looked very picturesque. French planes circles over our heads and darted down to the tree tops during the review. One had crashed in the square earlier in the afternoon, killing five people. That is likely to happen when doing these low flying stunts. It was odd, but on our way to Metz, in addition to passing parties of Boche prisoners under guard, we passed an occasional single Boche, wandering back toward our old lines. In Metz there were a few in the streets in Boche uniform - probably natives of Lorraine. We looked at the Metz-Sablon station which has been so regularly bombed by the British. Not a house along the line of the tracks but had marks of bombs on it, and one or two were demolished. The tracks were all in perfect condition. A train load of airplanes came in while we were there - part of the 1700 to be delivered by the Boche to the Allies. Metz is largely Boche. Most of the children spoke only German--grown people spoke both, but often it was French with a strong German accent. We stopped at Nancy for dinner on the way home. Found Tommy Heintzelman, Billy Haskell, Warner McCabe - also Milling and party, and Col. Kerfoot all there.

Wed. Nov. 20. Hersey laid up with rheumatism to-day. Scratched on a ruined inside wall of the de Wangen chateau at Chambley yesterday, I found this (in Boche, necessarily):

No war without sacrifice.
No peace without victory.
Ludendorff 27-9-18

*See maps 5 and 10.

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A short trip out to Lay-St. Remy & Ourches this afternoon to see the 5th Pursuit and 2nd Day Bombardment Groups.

Thurs. Nov. 21. [John] Biddle lunched with me to-day. Out to Manonville to see conditions at the new airdrome - then to Saizerais, where my car stuck in the mud, so I dined with the 354th [Infantry Regiment] Mess. Called on Bowley at 6th Corps Hdqts. The [Second Army] Air Service Hdqts. gave a dance at the Y.M.C.A. to-night which was a great success. Jouett engineered it.

Sat. Nov. 23. Off for Thillombois where I found a Col. Mitchell in command of an Ohio artillery reg't [136th] made up of the old Ohio Cav'y troops from Cincinnati, Columbus & Cleveland. Found Gen. Burr, Engrs., now commanding this [62d] Art. brigade, located in a beautiful chateau on the edge of town. Lunched with him and his staff - afterward two of them showed me the way to a big Friederickshafen bomber (Boche) that artillery salvaging parties had found in the middle of a thick woods four or five miles from the town. It had evidently crashed there last summer.* Ran on to Rembercourt and the 1st Pursuit. Found a Mrs. Potter who had lost a son out of the 1st Bombardment Group and was trying to get up to Dun [-sur-Meuse]/ where a bomber was reported brought down. With her was a Miss Edwards (both Red Cross workers) whom I had met in the Philippines about 1913 and at West Point when a cadet - she is a connection of the Thaws. I took them in to Bar-le-Duc.//

Sun. Nov. 24. Fred Harrington came in this A.M. I took him out to the Toul field this afternoon - raining so no flying on. Ran across Gen. Patsy Dugan with Gen. Bullard. He [Dugan] commands a brigade [70th] in the 35th Div.

Thurs. Nov. 28. Thanksgiving. Curry & I dined with Capt. Landis' squadron, the 25th Pursuit, at the Toul airdrome. A great dinner, with a suckling pig that was tender as chicken and fully as good. A few speeches and some music. They have a piano--"found" somewhere around Thiaucourt after the Boche was driven out - and a former vaudeville entertainer, now operations officer; with this combination, they have a happy crowd, but all want to go home now that the war is over. They have a song to that effect. We had a turkey at the mess this evening.

Fri. Nov. 29. Lt. Col. de Boisanger, senior officer of the French mission, presented two Croix de Guerre to bombers at Ourches who were with

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*This may have been the plane which Maj. Harold Hartney, C.O., 1st Pursuit Group, shot up in a night mission on 22 October, but for which he requested no confirmation. For the details, see Hudson, Hostile Skies, pp. 284-286.

/See map 5.

//See map 4.

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French bombing squadrons last summer. This afternoon we went to Saizerais and he presented a Croix to a former 91st Squadron man now with the 8th. I took Poivillers [French Liaison Officer] in each case and we had a formal ceremony at the presentation. Col. de Boisanger accompanied the ceremony with the kiss on each cheek as is the custom in the French service, but to the confusion of the recipients. Report comes in to-night saying there is an anarchistic movement west of Thionville* - Heintzelman went up there to-night. The 9th Corps, Gen. Cronkhite in command, has now come into existence. The 2nd Army has been reduced to 5 divisions, and some of them are to move forward shortly. Kallock was in this evening - now in G-2 of the Army - and was with the 35th Div. in the Argonne from Sept 26 to 30 during the attack. He was at exactly the same place that I was four days later with the 1st Division, near Exermont. He gathered up 150 men of various organizations in Montrebaut [Montrebeaux] woods and led them forward in the face of innumerable machine guns. He actually drove back the Boche but later after losing a lot of his men, and with the Boche machine guns working back on both his flanks, he had to withdraw into the woods. With machine guns simply sweeping the ground, I don't see how he got thru alive.

Sat. Nov. 30. Dawley dropped in to-day, on his way back from the 3rd Army to G.H.Q. where he goes to G-3. The reported anarchistic movement near Thionville proved to be a myth.

Sun. Dec. 1. With Lt. Munroe of the 135th, I had an hours flight in a DH 4 as far as Briey/ this afternoon. The star on the old Boche airdrome at Puxieux is still visible but has been painted brown or otherwise camouflaged.

Tue. Dec. 3. This afternoon the 33rd Div made a tour of inspection of 2nd Army Hdqts. to see how the various offices operate. The party consisted of Gen. Geo. Bell, Gens. King & Wolf (brigade comdrs.), Gen. Kilbreth comdg the artillery, all the colonels and many lesser lights. Last Sunday, Lieut. Drew, formerly of the 13th Pursuit, came into my office from Evacuation Hospital No. 1. He is a small, nice looking boy of apparently 20. In September in a fight over Metz, he was hit in the right arm near the elbow with an explosive bullet, became unconscious, went into a spin and came to just in time to see the green grass under him. He reached forward with his left hand, pulled back on his stick and crashed, fortunately right side up and without doing himself any further damage. The Boche took him in and in the course of a couple of days, after passing thru several hospitals, he landed in one in Metz. There they had to amputate his arm 3 inches from the shoulder - He was in the hospital for 2 months, treated pretty well, fed on what they had, which was not exactly light diet. No milk, no eggs, coarse bread most of the time, soup, vegetables. Three surgeons for 700 patients - nuns for nurses. Finally after the armistice

*See map 10
/See map 5.

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some Y.M.C.A. men in a Ford truck got into Metz and brought him to Nancy & Toul to the hospital. I have arranged to get him back to the U.S. with the early ones to go.

Monday I ran out to the old chateau at St. Benoit,* then on to the observation station on Hattonchatel point. To Chaillon & stopped at Mobile Hospital No. 39 to call on Col. Flint, Maj. Rowley, Smith etc. They are packing up to move to the Rhine with the 3rd Army. Lt. Williams, observer, died in this hospital a few days ago after a crash during an exercise with the 28th Div. The Chaplain gave me a letter he had dictated to his mother, which was rather pitiful. The pilot was killed instantly.

Thurs. Dec. 5. Pratt came in yesterday - first time we have met since graduation. The Hdqts and various officers of the 35th Div. came on a sight-seeing tour to-day headed by Gen. Patsy Dugan, temporarily in command during Peter Traub's absence. They were much interested in the Air Service. Word came to-day that 19 squadrons are to be demobilized, of which only three came from the 2nd Army Air Service.

Gen. Loughridge [Lockridge] came in to-day and I took him out to the 4th Pursuit Group where he has a son/ who is supply officer of the 148th. Gen. L. has been at Versailles for some time with Gen. Bliss on the Inter-Allied War Council.

Sat. Dec. 7. This morning Gen. Bullard, with Col. de Boisanger and one of his aides, Curry, Poivillers and myself went to the 4th Pursuit Group where Gen. B. was to present a Distinguished Service Cross, with a bronze oak leaf added, to Lt. Kindley of the 17th for some great work he had done on the British front, and a Croix de Guerre to Lt. _____,// presented by the French Gov't for some good work Aug 1 when he was in a French squadron. Davis had borrowed a band and had the 4 squadrons in line with the colors in the middle. The command was presented by Davis, the band playing the Star Spangled Banner. Then I read the citations, we went forward and the General pinned on the decorations, - we withdrew & the command marched in review in a very creditable manner. Then we rode to Ourches and found Reinburg had his command [2d Day Bombardment Group] all lined up with a borrowed band for the same ceremony for Lts. _____ of the 163rd Bombers. They both rec'd the D.S.C. for extraordinary valor in leaving the their bombing formation to attack a Boche who was attacking one of our planes. They saved our machine and shot down the Boche. This evening I went back to Ourches to dinner in Reinburg's Group Hdqts. mess. Afterwards a vaudeville show in the Red Cross hut. The command has some professionals among the enlisted men, including a prestidigitator who did some great slight [sic] of hand tricks, singers, dancers, acrobats, impersonators etc.

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*See map 4.

/Lt. Rawolle Lockridge.

//Lt. David W. Lewis, U.S. 25th Pursuit Squadron

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Olds & Petrie showed up toward the end and I brought them back with me. Yesterday I flew over to Ourches from the Toul airdrome in a DH 4 with Lt. Chritzman - a beautiful day for a short ride. It took only 10 minutes each way.

Sun. Dec. 8, Fred Harrington came in this afternoon and went with me on a trip to 9th Corps Headquarters at St. Mihiel. Called on R. P. Davis who now commands a brigade of corps artillery. Chief of Staff not in, but found Schwartz, Sec'y of G.S. 9th Corps whom I had known as a cadet in my sections.

Mon. Dec. 9. Jouett brought in Lt. Hinman this morning, who with Lt. Tait was in the balloon that broke its cable near Les Eparges on Sept. 12, the day of the St. Mihiel drive.* Their parachutes were both torn loose when the balloon hit the ground before breaking away. As they shot up, Hinman's opened below and held him tight against the side of the basket with his head pulled over the side. Tait valved hard, the balloon stopped at about 1000 meters [around 3,300 feet] they cut loose Hinman's parachute and hauled it inside, then found they were in our artillery barrage so threw out some of their equipment and went up to 3000 or 4000 meters [around 10,000 feet]. Then dropped and landed at a little town not far from Conflans.ǂ A Boche colonel and a lieutenant came up and questioned them after a Boche sergeant had proudly taken them prisoners. They got to Metz, were in the r.r. station during a bomb raid, then under guard of two Boche soldiers 18 or 20 years old, were sent to Montmedy where a supposed newly-captured French aviator joined them. But Hinman said he was not at all clever and was easily recognizable as a Boche in disguise trying to get information out of them. From here they were sent east to various places - Munich, Landshut and finally Villingen‡‡ where they found a lot of other Americans, including Brown,** the bombing major. Hinman had considerable money with him which they exchanged into Boche money, but did not take away. The American Red Cross was a life saver, providing them with clean clothes, toilet articles etc. After the armistice, the prison comdr. made a speech in which he said he hoped they would not carry away any ill feelings and that they would remember Germany not as it was but as it now is, a completely changed and revolutionized Germany. They passed thru Switzerland on their way back, where they were showered with chocolate, eatables of all kinds, cigarettes etc. at every station.

This afternoon I went to Evacuation No. 1 to see Dodds, one of our men who had a crash; observer was killed and now Dodds lies there with legs

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*The full story of the Hinman - Tait episode is told in the April 1965 issue of "Haul Down and Ease Off," official publication of the National Association of American Balloon Corps Veterans.

ǂSee map 5. The town was Habonville.

‡‡All cities in Germany.

**See entry of 11 July 1918.

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spread apart, each elevated and held out by weights - has been there now six weeks, both legs broken, head still bandaged, but cheerful. O'Toole, a bomber of the 96th who was lost on Sept 12, St. Mihiel drive, is in the hospital with a bullet in his leg. He was in a Boche hospital at Strasbourg for two months, treated miserably, little or no care, vermin got into the wound and his clothes, the Boche doctor would pay no attention to it for several days, then finally took off the dressing. Later, he told O'Toole his leg was well and that he ought to get up. After sitting up for two days, his leg swelled up and got much worse so he had to go back to bed, put on dressing and weights again. No one was allowed to see them, nor could they communicate with anyone outside. Even the nurses (nuns) were not allowed to come in. Meals were brought to them by Russian prisoners and consisted mainly of thin carrot soup. After Nov. 11th, the Mayor of Strasbourg was allowed to come, found the state they were in and had them transferred to a good clean hospital. After that they were well taken care of until they were loaded on a Red Cross (American) train and brought to Toul.

Tue. Dec. 10. I took Gen. Bullard to the 5th Pursuit Group at Lay-St. Remy and the 2nd Bombardment Group at Ourches.

Wed. Dec. 11th. To-day Gen. B. visited the [IV Corps] Observation Group and the 4th Pursuit Group on the Toul airdrome, then the 6th Corps Observation Group at Saizerais, and was as much interested or more so than yesterday. Wynn, Davis & McNarney showed us round their groups and explained everything. Work went on as usual so the General could see just what they habitually did - classes and all were carried on per schedule. Wire from Dunwoody day before yesterday says Father is in Paris and living at his apartment. Now I hope to get him down here before things break up. Rumors are rife but change every day, so you can take your choice as to what will happen. Rain is the one thing you can bank on. The sun has not shone for days.

Thurs. Dec. 12. Wittenmyer and officers of his 7th Division were in to-day for a 15 minutes "demonstration" at [Second Army] Air Service Headquarters. Gen. Bjornstead [Bjornstadt], Gen. Jap Johnson et al in the party.

Fri. Dec. 13th. To Chaumont. Luncheon at the Officers Y.M.C.A. hut set up in the square. What a blessing this would have been last winter when I was here - when there was not a comfortable place to go and sit down and when you almost had to fight for food at the Hotel de France or at the restaurant we used to go to when we could no longer stand the hotel. Confab with Whitehead this afternoon - Royce came in. Ran onto Capt. Mills, the ex-Princeton football man, at Y.M.C.A., also Naiden and Kincaid. Hurried back for conference with C of S [Heintzelman, Second Army] at which I succeeded in stopping the removal of the bombardment group and one pursuit sq. that they were going to send to the rear.

Sun. Dec. 15. Had several flights to-day in my Avro; it is a dandy and a tremendous improvement on the old Nieuport I had last summer. Lt.

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Krout is breaking me in on it. He served as an instructor in England on Avros for some time. It has the 120 h.p. LeRhone, takes off nicely, flies easily and lands particularly well. Lunched with Wynn and flew again afterward. Yesterday we had a long confab at C of Staffs [of Second Army] on the Staff manual - Heintzelman (C of S), Gen. Altman (Artillery), Stone, Thompson, Barber and Tyner, the G's, Black (C.S.O.), Appleton, Sec'y of Gen. Staff. We are to revise the manual. These are busy days what with endless histories to write up, reports to make, manuals, awards etc. in addition to carrying on an active training schedule.

Tue. Dec. 17. When I came in last evening from a trip to Saizerais, I found Cousin Will Upson had been in. He came back after dinner - on his way from the Vosges to Paris in his Ford 3/4 ton truck. Since Feb. he has been on the front with 1st French Corps, serving hot chocolate, dining with the comd'g generals, making himself generally useful and agreeable. He has decidedly active service, under fire a large part of the time - he has followed the 1st French Corps from Soissons to near Amiens to the Vosges, rode a horse in the triumphal entry of the French at Colmar, was way over in Freibourg, entertained by a German Red Cross official when there were no French anywhere near. He says he is 62. I wired & phoned to the 4th Div near Coblenz to get word of William [Upson]* who is a private in "D" battery of the 13th Field Artillery, no answer as yet.

Wed. Dec. 18. Took Gen. Bullard to see the 1st Air Depot this afternoon. The 17th & 148th are moving there to-day to demobilize and return to the States. Curry and I dropped in to-night at a dance given by the French officers to their "American Comrades in Arms." Bowen came thru to-day with Haslett; the latter was shot down back of the Boche lines in Sept. while on a reconnaissance and had some exciting experiences burning his plane, threatened by a Boche officer with a pistol etc. He was questioned by the same supposed French aviator at Montmedy, but easily recognized him as a Boche.

Thurs. Dec. 19. Took a walk out along the canal to-day with Curry, the first real exercise I have taken for a long time. A blinding snow storm struck Toul just before noon, the first snow of the season. To-night we had a farewell dinner at the mess for [Cornelius] Wickersham who goes to Chaumont as Asst P.M. and expects to be on his way home shortly.

Fri. Dec. 20. Took Heintzelman out to Lay-St. Remy and Ourches today to see the Air Service.

Sat. Dec. 21. This has been a sad day, but as in war time it is a case of ending up with "Here's to the next one that dies." I was flying the dual control "Avro" at the Toul field this morning with Krout. We were just coming in for a landing when a Spad started out, giving us a little bump from the wash of its propeller as it left the ground. I landed, stopped and was about to take off again when Krout said "The Spad crashed."

*Son of "Cousin Will" Upson (q.v.).

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I looked round and there it was, lying on the field, not far from us. We taxied over, I helped get the pilot out - had to use an axe to get his feet loose. He probably died as he was laid on the stretcher. His face was badly cut up, and it was not until some one said "It is Capt. Baker," that I realized it was Hobey Baker, C.O. of the 141st Pursuit Squadron. Baker, the former captain of the Princeton foot-ball team, one of the best if not the best hockey player in the U.S., came to the front with the 94th last February, was transferred to the Lafayette (103rd) where he made a great reputation - then came here as C.O. of the 141st, the first pursuit squadron to join the 2nd Army Air Service. He was anxious to get home - finally, yesterday, his order came, he was going out for a farewell spin in his Spad, shot up, motor evidently died and he was too low to recover so crashed on the field.*

To-night we tried to forget the morning's tragedy. I dined at the Air Service mess - an excellent dinner. They had built a table in the form of an airplane or rather the wings and fuselage of one. For the cocarde [cockade: squadron insignia], painted glass was set in the table with a light under each one to show it up. An orchestra of 5 pieces from one of the squadrons furnished the music; Crafton, who is organizing the Air Service theatrical troop [sic] at the Toul airdrome, led the singing. Crystal, Air Service is here for a few days - on a joy ride.

Sun. Dec. 22. Baker's funeral was at 11 o'clock this morning from Evacuation No. 1. A band led the cortege, then the firing squad, then a Q.M. truck with the casket, then the officers of the 4th Pursuit Group followed by the 141st, Baker's squadron. We marched to the cemetery just beyond the hospital where Lufbery, John Mitchell and so many of our aviators are buried. It was a mournful procession in the rain. The chaplain read a prayer, then spoke very eloquently for a very few moments, the firing squad fired three volleys over the grave, the trumpeter sounded taps and it was all over. Another aviator buried at Evacuation No. 1. Another one of us gone. But somehow this seemed a particularly sad case. Hobey Baker stood out from the others - and just as he was ready to start for home. Newhall, Eckert, Landis, Kindley, all of them and many others are left, the lucky ones - they are more fortunate, that is all. Baker makes the seventh to pass out since the armistice - it seems like a good many, now that there is no more war. Bishop Brent took dinner with us to-night, on his way to the 3rd Army. Bob Foy has been around the last couple of days on his way to take command of a Field Art. Reg't [19th] in the 3rd Army. Garry McCaskey in town to-day.

Mon. Dec. 23. Crystal and myself left in his car at 8 - Void, Vitry-le-François, Chalons--passed many French troops marching East, probably

*According to Mr. Royal Frey, a member of the U.S. Air Force Museum Staff and a leading authority on the Air Service in World War I, Baker was flying to Nancy to pick up a new uniform before leaving for the States.

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on their way to Germany. Epernay, then on thru the battlefields of July and August last--Dormans where the Boche forced his way across the Marne, just below that where 5000 of them were found dead in the loop of the river, across the Marne at Chateau-Thierry and thru the country that is familiar to me from my service with the newly formed 1st Army last July and August - Montreuil-aux-Lions, La-Ferté-sous-Jouarre, where I was stationed, Meaux and Paris.* I found Father at the apartment.

Tues. Dec. 24. Christmas shopping, called on Mr. Slade of the Equitable Trust Co., brother-in-law of Thaw. Ran onto Gen. Harry Rogers; he goes back to the States in a couple of weeks to be Q.M. General. Dropped in on Gen. Patrick and Gorrell - the latter was out, Fowler in. Will Upson in to-day - he was glad to get the telegram I brought saying that "Pvt William Upson is well, records show he has only slight wound in finger since arriving in France." Paris looks gay - as much so as it ever did before the war.

Wed. Dec. 25. A Merry Christmas in that no one is in the trenches, there are no more killed, wounded and missing lists. Very few have gone home, but all have the outlook of getting back. I went to Ave. Montaigne & wished Dunwoody and Satterfield Merry Christmas - found Rusty Burtt there, just in from leave at Nice. Will Upson came to Christmas dinner, which Emma managed to concoct with material assistance from the concierge's wife and a little encouragement. We had very good lamb, potatoes, corn (by request) celery, peaches, and liqueur. Ralph [Upson] came in from London. I walked up the Boulevard this evening - it looks very gay and holiday-like. The little baraques [huts] are strung along the street, selling toys etc., the street musicians are out in force, at every corner there is a violin or two, singers - and the spectators joining in. Am getting plenty of sleep these days - in bed till 9 or later.

Thurs. Dec. 26. Huntington [Harter] and a Mr. Severance who comes from Cleveland and is just completing the course at the French Artillery School at Fontainebleau.† Huntington looks fine in his French dragoon private's uniform and has enjoyed his course.

Fri. Dec. 27. Ralph & I left in a Cadillac following the same route thru La-Ferté-sous-Jouarre, Chateau-Thierry, Dormans that I took with Crystal going in; reached Toul at 5:30 P.M.

Sat. Dec. 28. Rain, rain, rain - country under water and everything soaked. Ralph and I went to Jezainville†† with Jouett where we were to try out the parachute the Boche aviator came down with from a plane a couple of months ago. 14th [Balloon] Co., Lt. Bryan, was nicely located in a Chateau outside of Pont-a-Mousson. Too windy to drop the chute so we went into

*See maps 4, 6, and 7.
†See map 7.
††See map 8.

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Pont-a-Mousson where Capt. [Henry] White, the group [Balloon Gp., VI Army Corps] comdr., is nicely located. Lt. [Byron] Johnson, Adj [Lt. Edward] White laid up. Lt Eaton is conducting a school for artillery and infantry officers, lasting two weeks, teaching them some of an observer's duties.

Sun. Dec. 29. I forgot [to mention] the great Air Service party on Friday night. The mess had a gala dinner, with orchestra from our Air Service Entertainment troop [troupe]. Mrs. Perry (who is Jouett's mother), Miss Kellogg and some of the telephone and Red Cross workers were invited. Afterward we adjourned to the theater and had a most successful dance, interspersed with singing and various stunts. Bernard Granville, of the Folies [sic] in New York, now Photographic Officer with the 6th Corps Observation Group, danced, sang and recited - his "Gungha Din" [sic] was great and Omar Kyam [sic] as a song was very fine. This morning Ralph & I went out to see the sights. Took in the front line trenches at Flirey* - then to Beaumont where we found Frank Parker's former quarters filled with water and being pumped out by some of our Negro labor troops. Thru Seicheprey, Richecourt, both completely ruined, to Montsec. Here we climbed the hill, into some of the long tunnels that ended in stairs that led up to observation posts, a full dozen of them, that looked out over our old lines. No wonder this was the Bete Noire/ of the French and ourselves for over 4 years. The Boche had a perfect view of our whole sector from completely protected posts. Coming back thru Seicheprey we stopped to see the battalion P.C. where I had seen Col. Elliott & Maj. Hand last spring. They were both killed at Cantigny, later in the spring.// Back in Toul drank some chocolate and ate a sandwich at the Red Cross canteen at the station where I left Ralph at 3P.M. waiting for the 11:30 A.M. train! He came in to the office at 4:30 P.M. - the train had finally come thru but was so crowded he could not get on. He insisted on bringing in a Boche and an American hand grenade this morning as souvenirs. I hope he gets them safely home without blowing up himself or anyone else.

Mon. Dec. 30. Ralph got away on the 8:30 A.M. train - the hand grenades were still intact. Warwick Greene and a Mr. Goodhue, a Boston banker, came in to-day. Greene is starting to straighten out Air Service property accountability and responsibility - it is some job.

Tue. Dec. 31st. With Lt. Krout, I flew my Avro to Lay-St. Remy this morning to see Kirby and his 5th Pursuit Group. As we started back, a connecting rod went thru a cylinder, so we had to land on the airdrome and return by auto. Krout is a good pilot and a very nice fellow. We have an excellent personnel in the Air Service. Lt. [Henry] Carter relieves Lt. Petrie to-day, the latter going back to the States after 2 years in the Ambulance Service in France & the Balkans, and in the Air Service. Lt. Phinizy & Lt. Crumley, two of my staff, got away to-day, on their way to the

*See map 4.

/A thing persistently and strongly feared or detested; a "bugbear." (Literally: black beast)

//Actually, they were killed in July.

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States. A very good minstrel show at the Comedy Theater to-night by a troop from the S.O.S. Excellent singers, funny songs and a female (?) dancer that made a great hit.

Wed. Jan. 1st. The sun appeared bright and early this morning, the first time for many days. It really looked like a good omen. There are many reasons why this is a brighter New Year's Day than the one a year ago. The latter was anything but a cheerful day. Now the war is over, the loss of life has stopped, Germany is whipped and our object is accomplished. Of secondary importance, conditions have improved immensely since that dark day at Chaumont a year ago. To-day, living in a fairly comfortable billet with a good mess. This afternoon, Olds, Carter and myself went to Lay-St. Rémy and had tea with the 5th Pursuit Group in their newly and very attractively fitted up officer's club room. They had the 41st [Pursuit] Squadron orchestra and some singers, tea, chocolate, sandwiches, cakes and smokes. A number of Red Cross workers & nurses - Mrs. Perry, Miss Kellogg et al.

Fri. Jan. 3. Frank Parker came in this evening on his way back to Coblenz after spending the holidays with Katherine and the babes at Bagneres-de-Bigorre.* We called on Gen. Bullard after dinner.

Fri. Jan 10. On phone request from Whitehead, I left in a DH 4 with Krout. In 53 minutes we landed at Hill 402/ where a car was waiting and took us to Langres.// Lunched with Lt. Col. Bagby, Comdt. of the Intelligence Officer's School, and afterward lectured to the graduating class on "Organization and General Use of the Air Service." I showed about 40 lantern slides made for the occasion, showing organization, types of planes including Boche, and a complete balloon series. We hurried back to Hill 402 in time to get away for a 35 minute flight back to Toul (60 miles).

The 6th Corps had a plane crash on a liaison mission killing both pilot and observer. This makes about 11 killed since the armistice - too many. Krout and Capt. Sandeman flew a DH 4 up to Mainz via Coblenz on an endurance test and ran out of gas north of Treves [Trier] at the end of five hours. Crashed on landing. Another plane crashed at Epinal** after running out of gas. Called on Col. Thornburg, commanding the Justice Group of Hospitals.

Sat. Jan. 11th. Whitehead came along this afternoon with Maj. [William] Biddle (who has been out of the Army for a long time) and took me to Nancy to an excellent dinner at the [Cafe] Walter. Merchant and West, formerly of 13th Cav'y, were there, also a good representation from the Air Service - Olds, McNarney, Eckman, Jones, Kirby, Poivillers. Curry was at the Liegeois [Hotel].

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*See map 1.
/Outside of Chaumont.
//See map 9.
**See maps 1, 10, 11.

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Sun. Jan. 12. Zinn lunched with me - on his way to run down the graves and histories of some of our aviators who fell on the German side of the line. Landis came in to-day to say good-bye - goes back to the States and to civil life. His record as a pursuit pilot is second to none - and he is one of the lucky ones to come thru alive.

Mon. Jan. 13. Out to Villers-le-Sec [Villey-le-Sec]* where I met Witherup and inspected the 25th Balloon Co., Lt. Miesse. In good shape. The company maneuvered its balloon 22 kilometers the other day to take part in an exercise & finally ripped a stabilizer in a tree and had to give it up. Ran on down to Gen. Beach's hdqts (found he was away on leave) then in to Gondrecourt where I called on Col. Brabson, C. of S. 88th Div., then beat it off for Toul where I arrived just in time to get out my lantern slides for a talk to the 79th Div. Gen. Kuhn, Gen. John Wynn [Winn] whom I was very glad to see, Cols. Sweezey, Oury etc. Called at the Comedie to-night on Mrs. Clarkson Potter, the one I met at the 1st Pursuit Group in Nov, still looking for trace of her son who was lost on Oct. 10th out of the 20th Bombing Squadron. She has located any number of aviators' graves/ and identified them since I saw her in Nov. and is now on her way to Frankfort// to get in touch with the Boche Red Cross with a view to getting any possible news of her son who may still be in a German prison or hospital.

Tue. Jan. 14. Just before noon to-day came a wire from Father announcing Mary Gans' death last Friday. Poor Mom. I fear the results on her. Why should Mary be taken? It is all a mystery and hard to understand. First Mae [(Weldon) Gans], then little Helen [Gans], then Gordon [Gans] and now Mary.** Why should the whole family go? And Mary, a strong, healthy girl just in her prime. Influenza is no respecter of persons. I had little heart for my luncheon at the Metz with Mrs. Potter - afterward to the 24th Balloon Co., Lt. [Kenneth P.] Hill comdg at Malaumont, beyond Commercy. Stopped to call on Gen. Patsy Dugan, now comdg the 35th Div. At dinner to-night found Walter Smith & Bill Ennis, the latter a B.G. and just over from the States on a board. Mary's death is the most depressing thing that has occurred almost in all my life.

Wed. Jan. 15. Ran out beyond Nonsard to visit the 13th Balloon Co. this morning, stopping on the way at Pannes to look up the lost aviator

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*See map 4.

/It appears that among the graves located by Mrs. Potter (and Capt. M. C. Cooper, who accompanied her on part of her travels) was that of Lt. Frank Luke, Jr., 27th Pursuit Squadron, who was America's second ranking "Ace," being credited with shooting down four enemy planes and fourteen enemy balloons. (See Hartney, Up and At 'Em, pp. 250-288, esp. pp. 285, 286.)

//See map 11.

**All were children of Mae and Emmett Gans (q.v.) and grandchildren of Lahm's aunt, Mrs. Mary P. Weldon (q.v.).

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I had heard of when passing here on Sept. 14. A dozen inhabitants were back in the town. All of them know about the aviator - had seen him brought down in flames while fighting single-handed against four Boches. Mlle. Laumont, a goodly peasant girl had had a picture of the funeral services and of the grave, but had sent it to her Aunt, Mme. Laumont, 31-bis R. de Metz, Nancy, to turn over to the Y.M.C.A. They took me up back of the church to the grave that had a different cross from the one I had seen. This one was marked Aviator Bayle, Sept. 1918. He had fallen on Sept. 8 at 2 P.M. and was buried on the 9th with all the honors, they explained to me.* Lt. Neff, 47th Inf. Regt. was the Boche who took the pictures. Their stories of the German occupation of Pannes were very interesting. At one time the entire population of 128 persons was kept in the church for 48 days as punishment - a French soldier was found concealed in one of the houses. Pannes was a Boche regt'l hdqts.

I found Hayward in command of the 13th Balloon Co., nicely fixed in good Boche quarters in the middle of the woods. Inspected the Company.

Thurs. Jan. 16. Mrs. Potter insisted on my eating a delicious chicken with her at the Metz to-day when I went to tell her of the word from Cooper & my talk with Capt. Williamson of the Red Cross who is giving her transportation to go to Mainz. She will find her son or his grave before she finishes - that is sure. Crystal stopped in to-day on his way to join an infantry regiment in the 3rd Army. To-night Olds and I dined with Landis and the 141st Pursuit at the Toul airdrome and afterward saw the Air Service Troupe in "A Happy Landing." Crafton of the 141st is running it and has a most creditable performance including some little skits written by Granville and himself.

Fri. Ja. 17. The 278th Observation Squadron, Capt. Heisen, had a dance at the Comedie to-night - everyone happy.

Sat. Jan. 18. Burtt & Whitehead dropped in this afternoon - up for the 1st Air Depot party. It was given to Gen. Sample from Neufchateau and Gen. Hay comdg the 28th Division. Dick Richardson represented both of them as both had been called away. A hangar was floored, "trees" planted around one end, the "bar" fitted up like a western town's typical joint, with such signs as "Do not park here," "Horses will be left outside," etc. A balloon parachute was spread out over the center of the ceiling. The masterpieces, however, were 4 Spads and a DH 4, about 1/3 full size, suspended in the air, each with a little motor in it and driving a real propeller at full speed. Returned to the 35th French Corps Aviation dance at the "Circle" in Toul.

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*The entry concerning "Aviator Bayle" is a puzzler. The editor has been unable to find any record of such a person. It may be that the marker was wrong, or that Lahm was in error. The nearest thing to "Bayle" is Frank L. Baylies, a sergeant pilot formerly with the Lafayette Flying Corps, killed in action on 17 June 1918.

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They were having a lively time and enjoying themselves immensely, but it was entirely different from our own way and really seemed deadly. I did not stay.

Sunday, Jan. 19. We sat late at dinner to-night talking to Mr. Wickersham, former attorney-general, who is passing thru with the [sic] son, who was until recently in the mess. On coming into my billet I was agreeably surprised to find Father.

Mon. Jan. 20. Col. de Boisanger, head of the French Mission, Father and I left at 9:30, stopped to call on René Grosdidier at Commercy* but he was away, then on to the 24th Balloon Co. where we met Jouett, Poivillers, [C.C.] Jones, Witherup. Lt. Hill had borrowed a band - the company was lined up in a field outside of town, where we had the proper ceremony and Col de B pinned a Croix de Guerre on Lt. Montgomery, one of the observers who had jumped with a parachute from his burning balloon near Fismes last August. It went off very nicely, the band playing both the Star Spangled Banner and the Marseillaise as the officer to be decorated stood at attention out in front. Father, Col. de B and myself came up thru St. Mihiel, Apremont where we got out to explore the Boche dugouts, a sort of Pueblo Indian village in the side of a hill - then on to Montsec where we climbed to the top for an excellent view of the St. Mihiel salient, particularly our own American sector and the Boche lines. We came back via Richecourt, Seicheprey, Beaumont where we stopped to look at Frank's old 18th Inf. [Regiment] headquarters, now full of water. After dinner Father & I dropped in to see the dance given by the enlisted men of [Second Army] Air Service Hdqts Detachment.

Wed. Jan. 22. Father got away in an auto with Heintzelman, Haskell and _____ to Metz where he is to take a train to Coblenz where Frank should meet him. Gen. Bullard dropped into the office last evening to see what the Air Service is doing. Had 15 minutes in a DH 4 with Krout this morning - it is not particularly hard to fly or land as far as I can see.

Thurs. Jan. 23. Had 25 min. with Krout in a DH 4 to-day. To Justice Group, Base Hospital 78 this afternoon & had my foot X-rayed. After long sessions these last few days with Mrs. Potter and Cooper, I shipped her to Chaumont with Jouett this A.M. where she will beard the lion [Gen. Pershing] in his den and get authority for Cooper to go to Mayence [Mainz] with her.

Fri. Jan. 24. Flew for over an hour in DH 4 this morning, observing a problem in the 28th Div. south of Colombey-les-Belles. They did especially well in showing their panels. Walked out beyond the hospital & found a French military cemetery with over 2700 French soldiers buried. Across the road was the American cemetery in which I counted about 1300 graves and this is only one spot. We have contributed our share of the young men of our country in fighting down the Kaiser and his junkers.

*See map 4.

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Sat. Jan. 25. Spent the morning inspecting the 4th Pursuit Group.

Sun. Jan. 26. Left for Metz, taking Dietrich with me. He is on his way to the 3rd Army. Tire trouble held us up for an hour on the road as a result of which he missed his train from Metz by 10 minutes. Had to have an order to go to Metz, issued by the 2nd Army, and the M.P. in Metz had to give me one pass to leave the r.r. station, another to enter a restaurant to get something to eat. Most of the signs over the stores are new new - French has taken the place of Boche. A number of stores were marked "Off limits to troops." Evidently the French intend to run the Boche out as well as they can. At the railroad station I found Boche officers with French and Americans looking on. Some French Army doctors were badgering a Boche railroad man - telling him "They were chez eux [at home] in Metz." A German whom I asked about bombs pointed out where a hole at the end of the station had been filled up with concrete - all the windows were gone out of that end of the station. He counted up 40 on his fingers as the number killed. He said several planes had come over at 4 P.M. Aug 22 last. Father finally arrived at 4:15. After some soup & beer at the station restaurant we left for Toul, taking 3 hours for the trip as it was snowing hard and we wandered off the road once. Metz looks pretty well - the restaurant in the station was well provided with food - the signs in the windows indicated the pressure that is being put on the Boche. They will probably find it worth while to get out. Found Heinie Mitchell in the billet when we got in so three of us sleep here to-night. The first real snow of the year.

Mond. Jan 27. [Heinie] Mitchell got away for Villers-en-Haye where he gives a "tank" demonstration to the 7th Division. He has married a British wife - a very attractive looking girl in war uniform. The Air Service [Entertainment Troupe] show "A Happy Landing" is at the Comedie all this week. Crafton certainly deserves a lot of credit for putting it thru. Everyone agrees that it is the best show that has been in Toul.

Tue. Jan. 28. With Col. de Boisanger, Father & 3 officers of the 35th French Corps Air Service, we went to Ourches this morning and presented a Croix de Guerre to Lt. Reedy, a bomber of the 163rd Squadron. It was very cold but Reinburg's command did themselves proud as usual, with a band borrowed from the 35th Division. Curry & Kirby are back from Nice* - where they had a very enjoyable week, but the return trip was awful. On the advice of the RTO [Rail Transportation Officer] they came via Dijon & the French Alps, were nearly frozen - Kirby got the grippe so they had to stop off at Lyon over night, when he was able to come on. One night they stood up in the corridor of the train from 8 P.M. till the middle of the next morning. Both Curry & Kirby have given up & gone to the hospital.

Thurs. Jan. 30. Father got off to Paris to-day. Had a 20 minute flight with Krout in a DH 4.

*See map 1.

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Fri. Jan. 31st. Flew 20 minutes in the Avro. It is a great machine. Curry still in hospital with the flu. Crafton in to-day, the show is pretty well shot up as most of the men have colds & 2 of the principal ones are on sick report with the flu.

Sat. Feb. 1st. This is Jouett's great day. Mrs. Perry (his mother) arrived from Coblenz yesterday & Miss Kellogg from Paris with an uncle who is in the Red Cross. They had the French civil ceremony at the Mairie [Town Hall] then came up to the Protestant church where we were all waiting. A Y.M.C.A. minister performed the ceremony and it was really impressive. We all sat in the cold little bare walled church, with our fur coats on. It was not particularly light at 4:30 on a dull gray day and of course no artificial lights. Miss Kellogg looked very attractive in gray suit & spats - she answered up at the service like a soldier, stronger than Jouett did. After dinner at the mess, we stopped at the Comedie where the wedding dinner was still on. We joined them for a half hour and toasted the bride, found Gen. Kilbourne, Bob Foy, Capt. Jones, Dr. Hendricks, Mrs. Perry, Poivillers, the Red Cross uncle and one or two others, beside the bride & groom. Poivillers insisted on adding a French touch to the party by having everyone drink a glass of absinthe. It is awful stuff.

Sun. Feb. 2. Whitehead got away this A.M. Maj. Campbell was up from the [1st] Air Depot this afternoon to talk over the supply question.

Mon. Feb. 3. Carter is back from his trip to Nice & reports a happy stay, but the usual discomforts travelling. 45 minutes in the Avro with Krout; tore off the tail skid on the hard ground on landing the last time.

Tue. Feb. 4. Since Jan. 24 I have been installed in a more comfortable billet at 60 Rue St. Vaast, where I have a larger room, electricity, running water in an adjoining bath room. The hot water heater was put out of commission some time ago by a French orderly so the tub cannot be used. The old woman who takes care of my room has her husband, daughter & soldier son-in-law who works in the military butchery. When the war broke out she & her husband kept an inn at Montsec. They stayed for 4 days after the Boche came in, during which time the Boche spaded up the ground all around the Inn looking for valuables, but did not find them. She showed me some Russian bonds which, together with 1700 francs in bills, they hid in a cave at their house & which the Boche never found in all the four years. When they went out after the Armistice they found the bills & bonds under water but intact and in good condition.

Flew with Krout for 5 minutes in a DH 4 this morning, but punctured a tire on the frozen ground so had to land.

Mrs. Potter & Cooper are back. In Frankfort the Red Cross gave her information that her son was brought down & buried near Barricourt,* s.w. of Stenay. They went there, found the remains of the plane, it had come down

*See map 5.

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in flames and little was left. Her son & Wilmer his observer were buried in the same grave nearby. She is arranging now to have them buried in Stenay in the regular cemetery.

Wed. Feb 5th. Mitchell (tanks) in for the night with me. Walked out to see Kirby in the hospital.

Thurs. Feb. 6. 25 min. in the Avro with Lt. Schirra of the 85th today.

Fri. Feb. 7. Left in an auto for Villerupt,* 6th Corps Hdqts. Passed thru Pannes, Chambley, Mars-la-Tour, Conflans; our troops scattered thru most of the towns - colored prisoners working on the roads. I should think the French would be sorry to have us leave. Briey & its iron mills, Audun-le Roman, destroyed by the Boche in 1914 under pretense of having been fired on from the houses. How much more prosperous it looks when you get into the iron industry section. I crossed the border into Lorraine or Germany (which was & will not be), the first thing that struck me was the numerous children & how well dressed they were - that is, warmly dressed. Crossed back into France again & arrived at Villerupt at 11:20. C. of S. out so lunched with Duke Bridges, Krueger, Jack Oakes, Mackall (G-2).† Saw Collins & arranged about taking 6th Corps Air Service over into Army Reserve, which meets with his approval. Passed thru Esch,†† 5th Div. Hdqts and a substantial looking town - found Bob Foy comd'g the 19th F.A. at Hesperange, where he is comfortably billetted in a steam heated, electric lighted house. We rode up to Luxembourg (city) only 5 kilometers away and looked round. A very presentable town - apparently about 100,000 but in reality only 30,000. They explained that every person had a house. We dropped in at the Casino for a glass of "Quesh," or native brandy. The Casino is opened to all officers of the Allied Armies, but was never open to the Boche officers during the entire war, which is significant. The Grand Duchess Marie opened up the country to the Germans in 1914 & they came thru. She has now been crowned & Charlotte, the 2nd sister, is Grand Duchess. Every Saturday night they have a dance at the Casino attended by all the Luxembourgans & the American officers. We rode back to Hesperange & called on M. & Mme. Tesch, the two sons and the twin grandsons. They all live in the next house to Bob's (which belongs to one of the sons). He owns the mills, is the leading man of the town, a Belgian originally. It seems that Luxembourg is due for a republic but the time is not quite ripe. The people are largely Catholic and the State is Catholic. Bob had his Lt. Col. Carlisle in for dinner at the regt'l hdqts mess.

Sat. Feb. 8. A 2 1/2 hours run down the river thru Thionville, Metz, Dieulouard.** Brought Bob's band leader who is on his way to Gondrecourt to pick out musicians. Went to the hop at the Comedie for a while. Burkhead

*See maps 4 and 5.
†All staff officers, VI Corps.
††See maps 5 and 10.
**See maps 8 and 10.

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was there with 9 girls!

Sun. Feb 9. After considerable difficulty in getting the oil heated up so it would flow, Krout & I got away in Curry's DH 4, past Metz* & followed down the Moselle past Thionville, Trier with its dirigible hangar - very good flying until we came near Coblenz, when suddenly a heavy white cloud bank hid the ground. We had to dive thru it, then followed on down to Coblenz where we landed on the airdrome. 2 hrs 20 min. enroute and a cold trip - had to beat my fingers and nose to keep them from freezing. Could find neither Fowler [Chief, Air Service, Third Army] nor Anderson, but the latter's adjutant, Lt. Trunk, sent us down to their mess where we ate a hearty luncheon, then into town. [Third] Army hdqts. is in a fine large building on the Rhine with Ehrenbreitstein, the fortress, looming up across the way. Fowler's offices are palatial. Coblenz is a beautiful city, with its broad streets, Kaiser's palace, the river etc. Ran onto Paegelow, Tyner, Dr. Edwards, & many others in the Coblentzerhof, an excellent hotel next to the hdqts which has been taken over as officers qtrs. and in which I am billetted. Me for the comfortable steam heated German buildings. Our people are not allowed to fraternize with the Boche, nor can they even buy food of them as food is short & the people supposed to be having difficulty subsisting.

Mon. Feb. 10th. Took Krout & car furnished by Fowler and ran out to Montabaur, then to Wirges,† 1st Brigade Hdqts. Frank came in from a problem and we had lunch with him & his staff including Capt. Marechal [French Liaison Officer]. Went with Frank to see some horses tried out over jumps, preparing for the Division horse show, Major Stewart an old Master of the Hounds in charge. Ruggles now in command of 7th F.A. came out. Stopped to see Parris & his 3rd Balloon Co. He has his balloon in the fort of Ehrenbreitstein. He took us over to see Reis who now commands the [Balloon] Group of the 3rd Corps & lives in an old monastery, now the house of a Boche major - some interesting old paintings on the walls. Fowler, Paegelow, Krout & I dined at the Casino, now the 3rd Army Officer's Club. Afterward went to a very successful dance given by the 12th Squadron in the fortress of _____†† where we landed yesterday and where the 12th, 91st, & 94th squadrons are all stationed. There are not many of the original members of these squadrons left with them now.

Tue. Feb. 11th. Krout & I made a 2 hr. run in a Winton limousine down the river through the 3rd Division, the 42nd Division, then into the British area, thru the fine old city of Bonn to Cologne, now British Hdqts. Lunched with Dave Biddle now our liaison officer with the British, then called at British Air Hdqts. Gen Hogg was away, but Maj. Beatson, his asst. took us out to the Cologne airdrome and showed us the British Snipe with its 200 h.p. B.R. motor, the finest fighting ship now made, a wonderful five-engine Boche bomber, a regular leviathan that made even the Handley-Page

*See maps 10 and 11.
†See map 11.
††Coblenz.

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with its 98 ft span look small. Saw one of the famous Junker armoured planes made of corrugated iron and all metal - it looked somewhat like a bunch of junk. We were told they had had four fatal accidents in 2 days; the Britisher will stunt close to the ground. Had a cold ride home & got in just in time to go to a dinner party at Warner McCabes quarters in the fort of Ehrenbreitstein.

Wed. Feb. 12. Tried to get off but had bad trouble with the motor, lunched with Anderson and his mess, tried again to get away but the spark plugs fouled up with the light oil they had put in at the airdrome, so had to give it up again. Had Bill Ennis, Callan (both brigadiers) Fowler, Anderson & Krout with me to dinner at the Club & we all went to see some good boxing bouts afterwards.

Thurs. Feb. 13. Out to the airdrome & found them still working on the engine. We finally got away with a pretty heavy ground haze - climbed to 5000 feet where we could see the snow covered hills very readily & could pick up the Moselle winding among them. Engine began cutting out on one cylinder about over Wittlich so we landed on the Trier* airdrome by the big Zeppelin hangar. Found Davidson was in the air giving a Y.M.C.A. entertainer a ride in a Salmson while his wife looked on from the ground with mingled emotions. D took us to see the old Roman amphitheater, a most interesting old ruin on the edge of town. The sloping entrances on two sides, the people's entrance, the lion's cages set in the hillside, all show up very plainly. At 4 P.M. the engine was still missing, and as D could not get a ship ready for us in time, I asked for an auto. It took until 5:40 to get it, then a Hudson, kindly lent by Capt. D_____ [Diekema] comdg the 9th Night Reconnaissance Squadron, arrived at Hdqts & I hurried off for Luxembourg, stopped at Bob Foy's mess at Hesperange, then pushed on to Ars just below Metz where I found Mulrenan with the Cadillac. After filling both drivers up on hot coffee at a cafe, I sent the Hudson back to Trier & reached Toul at 11:30 P.M. It was an unpleasant contrast after living at the clean comfortable Coblentz Hof, to arrive in my cold billet & climb into a colder bed.

Sat. Feb. 15. I am getting into a bad state of mind. I can't help drawing comparisons between the French & Boche to the detriment of the former. It must be admitted that for efficiency there can be no comparison. Probably I am particularly struck just now because it is cold & lack of creature comforts is likely to form a prejudice. The fact remains that things are better regulated in Germany, everything is cleaner and more orderly. Railroads, roads, hotels, everything is better in Germany. The French are too penurious. Surely Germany must have greater difficulty getting coal and yet you see it everywhere and the houses are heated.

This afternoon Curry & I went out to Tremblecourt/ to see a football game between the 7th Division and a team representing the 2nd Army troops but made up largely of [Second Army] Air Service men and coached by

*See map 10
/See map 4.

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Lt. Wallace of the Air Service, formerly a Harvard player. The field was a sea of mud but there were no fumbles. The score ended 6 - 6, and our team lost simply on the eagerness of its men who would not stay on side. They gained consistently, then were penalized for off side play. Spent all morning inspecting the 5th Pursuit Group at Lay-St. Rémy. This evening Eckman, Olds, Oldys, Jenkins, Krout & myself occupied a box at the Comedie for an expurgated production of Faust. The orchestra was good - it was led by the French soldier who sang for us one night last summer up on Mt. St. Michel. There were five principals, mostly good singers, including one good basso from the Opera in Paris, but there was no chorus, no other performers at all. It was odd to watch some of the people in the audience. Some old women, very plain ones, were all attention and apparently looked on with marvelling eyes. Foulois came in last night and had dinner with me, going on this morning to Trier where he is to attend the course in artillery for general officers & selected field officers.

[March 9]. There has been a gap since my last entry of Feb. 15 which was occupied largely and principally by my two weeks leave to Nice, the first I have had since my arrival in Europe a year ago last September and a most happy one. I will try and report events chronologically as well as I can remember them, but reporting them does not half express my pleasure and feelings during the happy holidays.

Feb. 19. Left Toul on the train, reached Paris about 4 where Red Cross busses were waiting for officers - this is a great boon in these days when taxis are few and far between. Had to go in it to Red Cross Hdqts above the Crillon & walk back to R. St. F. [Florentin].

Feb. 20. Discovered I had to travel by the American military train and not by the regular train - Had a couchette [berth], blanket and pillow in a compartment otherwise occupied by a Red Cross worker, a nurse and a Signal Corps telephone operator, all female - but had a most comfortable night's sleep - stopped 1/2 hour for dinner at Dijon.*

Feb. 21. Woke up before reaching Marseilles and had to live on sandwiches etc. till we reached Nice at 1 P.M. The nurse had a thermos bottle which I had filled with coffee, so we got along very well. My first glimpse of the Mediterranean was a happy one. The sun was shining, and suddenly as I happened to glance out the window there was a beautiful bay just showing between two nearby hills - a bold rock jutting up at an angle, a little village shining in the sun, and such blue water! Ziem never painted it bluer than it really is. Later we came into full view of it and how good it all looked. The bright warm sun (the sun still can shine I find, when you get out of Lorraine and northern France), peach trees in full bloom, flowers, beautiful villas and towns, glistening with their red roofs and white walls. I had already had my money's worth by this time. Went to

*See map 1.

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the Hotel d'Angleterre where I had a good room and board for 25 fr.* a day. Surely the cost of high living for officers is not here. I wake up in the morning and look out on the bright mountains, the farthest ones clothed with a white winter coat.

Mon. Feb. 24. I will not try to chronicle each day here. Father arrived this evening - he had stopped for a couple of days in Lyon to see about some of his Raviers. The week up to Sat., Mar. 1, was taken up with walks along the water front where everyone is out sunning just before noon and again in the afternoon. One of our bands plays in the Parc Albert 1er in front of the hotel every afternoon. We "tead" at the gay Ruhl just across the park, at the Savoy next to it, "tead" or dined at the Negresco, the newest and finest hotel farther up the shore, went to the cabaret afterward at La Belle Meunière Hotel. All these places are filled with people of all kinds, including officers, nurses etc. all enjoying a little respite from the rigors of war and the military. The most attractive place of all perhaps is the brilliantly lighted Casino built out over the water, reserved for our enlisted men where they dance every night. Col. Smith, C.A.C., is comdg officer of the whole leave area with hdqts. in the Louvre Hotel. There are hundreds of officers, 7 or 8000 enlisted men in the area which includes Monte Carlo, Menton & Cannes. Not once did I see a sign of anything that could be taken exception to - no drunkenness, no disorder, tho' it is a wide open town and area. Our people are surely a well disciplined and well behaved lot. Perry Chance has been located here for 3 years, has a nice large house; we had a most excellent dinner with him one night including very good American biscuits. One day Father & I took the auto trip down the coast, following the shore thru beautiful little towns and past attractive villas to Monte Carlo. This is the most perfect place I have ever seen. Money here seems to have no value - the gambling at the Casino furnishes more than they can use. The town is a model - so clean, so neat. The hotel is immaculate - beautifully furnished and fitted. The Casino is a pleasure to look at. Parties of officers & men are shown thru before it opens for gambling. When that begins, no military man can enter. Some rooms are furnished in walnut, others in mahogany; the music room below is a jewel. From the balcony or park behind, you look out over the sea. Later I saw nervous looking women hurrying down to lose their money. We lost the major & lieut. who started out in the machine with us so went back to Monaco to visit the oceanograph where the Prince [Albert of Monaco] has put an exhibition of things scientific, largely the results of his travels to Spitzbergen and the Azores. We saw only the outside of the Palace. Back along the shore to Monte Carlo, on to Menton, then on to the Italian border where we got out and walked across the frontier, bought postcards & looked down the coast at Italy. The return trip was not the least interesting./ The machine climbed up to La Grande Corniche road which parallels the coast

*Just under $5.00.

/From the text it is evident that Lahm intended to write that "the return trip was not the least interesting of the events" during his vacation.

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along the hills a few miles back. What a beautiful blue Mediterranean it is - we almost imagined we could see Corsica - on the clearest days you can, 80 miles away. Inland were mountains & mountains, all beautiful snow clad peaks - the Alps Maritimes, what a country this would be to fly over! We spent an interesting hour and a half at the quaint little village of La Tourlice, where we climbed the narrow little streets, wide enough for 2 donkeys to pass if they were not big ones, to the old Roman tower, or remains of one. Many of the steepest hills or mountains have old Saracen villages on them. That was their protection from the pirates who used to come cruising up this way. The return was all beautiful. Another day we took the auto trip up the coast - taking Miss Brown, one of the Toul [telephone] operators here on leave. The road goes inland, then up to the Gorge du Loup with its pretty waterfalls and cascades - we lunched on the veranda of a hotel built right over the gorge - in the bright warm sun - it burns but it feels good. We had trout just fresh-caught out of the stream. After lunch, on to Grasse and thru the perfumery factory where they show you how it is made, squirt it at you from an atomizer, give you a whiff from the corks of the great big bottles, and finally sell you a small bottle for a large part of a month's pay. It is interesting to watch them stamping out cakes of soap which is another one of their products. Among the people I ran into in Nice was Bunker of the F.A., Parker Hitt, C.S.O. 1st Army - he looked like a wreck - had run over and nearly killed a French girl on his way down, and to cap the climax had a Frenchman run him into the gutter in Nice. Julian Lindsey and his aide, Doll, many aviators including a number from the 2nd Army [Air Service], and poor Robertson of the 141st Pursuit Squadron who came here on leave in December, caught pleurisy and other lung troubles, nearly died, and is just a tottering collection of skin and bones now. The hospital conditions are bad, so it is well he is to go to Hyeres for his recuperation. Maj. Corby, who was a 1st Lt. doctor on the boat coming over is here on leave. We did not get over to Cannes for the tennis tournament for lack of transportation. Saw Maguire, Petit - both playing in the tournament, tho' it has narrowed down now to the regular sharks such as R. Norris Williams and others who are over here in the Army.

Sun. Mar. 2. Got Robertson off on the 2nd section of the 1 P.M. train for Hyères, he was too late to go with Father on the 1st Section. The last couple of days I have had a room on the sea side of the hotel, with a nice warm little concrete balcony all my own where I can sit in the sunshine and have my chocolate in the morning (often near noon). How I did eat and sleep those 9 days! Oh my! That this is a first class hotel is shown by the bronze reliefs of kings of Norway, Denmark, Sweden, on which you are informed that they stopped here in 1910 etc. With great regret, I took leave of beautiful Nice to-day. Nine restful, enjoyable days, with enough of the life and gayety (as a spectator) to make it varied and interesting. The return trip to Paris was not uncomfortable - I slept very well on my couchette.

Tue. Mar. 4. Rode out to Parc des Princes where I found Katherine.

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Met Mlle. Morel, one of the two sisters who run the school.* This is where Katherine herself, Mary Gans & Julie Fiebeger all went to school. We all tead together in K's room overlooking the garden, during which the children consumed at least 3 rations each of bread, butter, oranges and finally gauffres [sic] (waffles) made especially to celebrate the Mardi Gras. Took Katherine in with me for a little spree as it does not look very gay, the life she is leading at the School. We dined at the Cafe de Paris and afterward saw a good review at the Casino de Paris. Managed to subsidize a taxi to get her home.

Wed. Mar 5. Conference at 45 Ave. Montaigne, called by Gen. Patrick - Fowler of 3rd Army Air Service, myself of 2nd, Fitzgerald of 1st, Whitehead, Gorrell, Dunwoody, Sumner from Romorantin, Lippincott from Tours, Lanphier from Issoudun, Fravel representing the balloons, Baldwin from Orly, Aleshire from Colombey.† It lasted all morning and covered matters of varied interest - one thing: Issoudun and Orly will only be memories before the end of this month. Fitzgerald and I lunched together, then went back to the conference till late afternoon.

Thurs. Mar. 6. Gen. Patrick had us in for about 15 minutes to see whether everything was closed up. As Fitzgerald offered to take me in his closed Cadillac, I accepted. At Troyes had reached the cold zone again - at least 15 degrees difference from Paris. Bar-sur-Aube where I stopped to speak to Schauffler, missed Lovell - heard about the great Horse Show the day before at which the Air Service had distinguished itself, especially one man who insisted on taking the caps off the spectators' heads. Fitzgerald sent me on to Chaumont. My car finally arrived at 8:30 P.M. - had had tire trouble, and after a comfortable ride in the rain, I was in Toul by 11:30 P.M. Found a French uniform and some cit. clothes on my bed, my things all gone, and a note saying "Monsieur, the owner's son has been demobilized, has returned and taken his room again. You will find a room at the Hotel de Metz. Recevez etc." Nice greeting to be welcomed with at 11:30 P.M. on a rainy night. The French have a most pleasing and diplomatic way of springing these little surprises on you. Oh, we're learning to love them a lot. After raising some disturbance, I managed to raise a boy at the Hotel de Metz. They expected me and I was shown to one of those steam heated (between 9 A.M. and 5 P.M.) rooms on the "nth" floor.

Fri. Mar. 7. Found another billet at 17 Rue Gen. Gengoult, a small room, no running water, but it might be worse. Took the 3 in 1 typhoid shot this morning. Curry is in the civil hospital at Nancy - goes on a 3 weeks sick leave in a few days, having skin trouble on his forehead the result of being run down from his "flu" attack. Out to the Toul field this afternoon - it is so wet there has been no flying for a week and 3 ships

*The school was a girl's seminary on the edge of Paris. Katherine's two children, Katherine and Ann, were attending the school.

†All Air Service personnel.

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that landed from Saizerais turned over on the soft ground. Am not sure that life is worth living and know it would not be if I had to take the typhoid dose often.

Sat. Mar. 8. Have had the running of the Horse Show, 2nd Army, wished on me. Maj. McCoy is the horse representative. Bonnalie in from hospital to-day - he is a wreck - wants to go home via England.

Sun. Mar. 9. Walked out along the canal with Curry to-day & stopped at the polo field on the way back to gallop a pony for a few minutes - only the 2nd ride I have had since the smash up at Omaha in June 1917.

Tue. Mar. 11. Had a wire to-day from Gen. Hay, 28th Division at Colombey-les-Belles, saying that Gen. Pershing directed that all airplanes be brought down out of the air at once. The 28th Division had asked to have some pictures taken of the review and when the Liberty DH4's came down to do it they interfered with Gen. P's conversation with the British officials with him. I hurried down to Colombey and found the review out on a plain near Barisey-au-Plain. On the platform were Gen. P.; the British Sec'y of [State for] War;* Gen. Maitland, the Britisher who jumped with a parachute from 10,000 feet;/ - Gens. Hay, Richardson etc. The entire Division was drawn up in line of columns and made a most imposing sight. The march past was very impressive and they looked fine.

Wed. Mar. 12. Went down to Allain// with Thompson & assisted as linesmen at the final football game between the 7th & 28th Divisions. Neither side could score, so it was given to the 7th for having gained 34 yards more than the 28th. The 7th will now represent the 2nd Army in Paris.

Thurs. Mar. 13. To Paris by auto taking Appleton & Bryan with me. Parts of the road were miserably cut up and made travelling far from comfortable. Appleton, myself and a Mr. Leland Harrison dined together at the Cafe de la Paix. He is Sec'y of the Peace Commission & former room mate of Appleton's at Harvard. Appleton goes to England for two weeks leave which he will spend up in the hunting country riding to the hounds.

Fri. Mar. 14. Gen. Patrick approved all but three small paragraphs of the 2nd Army Air Service Book and passed on to me the censorship of the balance. After a rapid trip over bad roads, rolled into Toul in Chapin's closed Cadillac.

Sat. Mar. 15. Inspected the [Second] Army Observation Group, then had a fifteen minutes flight in the Avro with Schirra. Played a little polo in the afternoon with McCoy - or rather worked out a new pony. Tonight I took Carr out to the 5th Pursuit Group where Kirby had a large smoker in honor of Capt. Bissell who has just been promoted, just got the

*Mr. Winston Churchill.
/The first parachute jump from an airship, 1913.
//See map 4.

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D.F.C. from the British Government for bombing and machine-gunning a train 12 miles behind the Boche lines last summer when he was with the 148th on the British front. Daniels, Bryant and some of the others furnished excellent entertainment after dinner and we were sorry to leave at 12 M. Maj. Fauntleroy is out of the hospital minus several teeth and with a dressing on his underlip, the result of his smash in a Breguet-Fiat the other day. He is lucky to be alive.

Sun. Mar. 16. Called a meeting of the Horse Show Committee this evening - everything is working well and plans well started - I believe we will have a great show on April 5th. Took my hour's exercise on a polo pony - (2 of them) this afternoon. Possibly we can work up a team by the 5th to play the 7th Division.

Mon. Mar. 17. Had 40 min. on my Avro to-day, the last 15 alone and it goes fine. To-night the semi-finals of the 2nd Army boxing and wrestling matches came off at the Toul theater - some fine bouts.

Tues. Mar. 18. Took Gen. Altman [Aultman] to the [Second Army] Obs. Group yesterday morning where he lectured on artillery, this morning to the 4th Pursuit Group. Seven lecturers of the 2nd Army headquarters are doing the Air Service "circuit" this week, talking to us on machine guns, cavalry, infantry, etc. and incidentally learning something of the Air Service. Gen. A. changed some of his "views" after his first lecture when we talked to him and exchanged views.

Wed. Mar. 19. Took Capt. Vickery to the 4th Pursuit Group for his lecture on "Tanks." Col. Whitehead dropped in to-day on his way back from Coblenz. Maj. Hoche of Post Office wants to establish an aerial mail service between Chaumont and Coblenz and I believe it can be done, but Col. Whitehead does not enthuse - says we will fall down on a "regular" service. It is worth trying anyway. Capt. Williamson in for some time to-night - the Red Cross is going back on contributing to the Horse Show which will materially affect our financial plans.

Thurs. Mar. 20. Maj. Mordecai, Jones, Carter and myself started out in a miserable wet snow storm for Luxembourg and the 6th Corps Horse Show. Arrived at 1, still snowing, but the show going merrily on as tho' it were a bright sunny day. The grounds were in an open park in the middle of the town - the grandstand and 3 band stands were beautifully decorated with green - with the 6th Corps, 2nd Div., 5th Div & 33rd Div insignia plentifully distributed. Three bands played in turn, so there was music all the time, and at the end they all marched in front of the grandstand and played as a combined band of 150 pieces. All the Commanding Generals were there, from Gen. Bullard down - the civilians of Luxembourg, many of whom were fine looking. The draft animals were magnificent and would have done credit to any Horse Show. The jumping was fairly good. Gordon Johnson won the charger class and the officers' jumping. Carlisle of the 19th F.A. took two ribbons with his little mare.

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Fri. Mar. 21. Another Horse Show, this time the 9th Corps at Gironville above Commercy,* an hour from here in auto. Genet ran it, and considering he is a doughboy and makes no claim to knowledge of horses or horse shows, it was well handled, tho' it did not compare with the 6th Corps. The artillery teams were good but our artillery men are "field soldiers" and do not know their drill. They went into "action front & left," the limbers in front of the gun & caisson, & one team wrapped itself around a tree going back, breaking up the carriage and spilling the men. The prettiest part of the show came at the end when everyone adjourned to a large green meadow in the river valley for the 1/2 mile flat & 1 1/4 mile steeple-chases. All the comd'g generals were there, except Gen. Bullard who went to the 7th Div. - 1st Army football game at Bar-sur-Aube. Gen. Summerall comdg the 9th Corps, Gens. Weigel, Johnston, Winn (our Texas City neighbor) etc. The Y.M.C.A. ladies provided a buffet luncheon of hot coffee, sandwiches, crackers, doughnuts and sweet chocolate. Mordecai, McCoy & myself stopped at the Commercy School for Care of Animals on our way back, where Maj. Grimes showed us some possible polo ponies among the School mounts. This is the model school that has made a great reputation. 100 officers come here for a two weeks course of instruction in grooming, feeding, caring for animals & transportation & do all the work themselves, including cleaning out the stables.

Sat. Mar. 22. Spent all morning inspecting the 5th Pursuit Group. Kirby has done remarkably well and has built up an organization of which he may well feel proud. This afternoon the Army Troops had their tryouts to pick the entries for the Army Horse Show on April 5. McCoy, Maj. _____ and myself acted as judges. With the exception of Maj. Mordecai's steeplechaser and the charger owned by Waddington of the French Mission, we have not many creditable animals here among the Army troops.

Sun. Mar. 23. Billy Haskell came in this morning, drove thru from Nice in a Cadillac limousine in 24 hours - 550 miles. Notice of the break-up is beginning to come, and orders may be expected any time. Kirby issued an invitation to an "aerial tea" at Lay-St. Remy this afternoon - roads all supposed to be closed and the air route the only one available, so I flew over in my Avro. Reinburg, Heffernan and the two squadron commanders from Ourches came in DH4's, from the Toul field were 2 other Avros - five Sop-Camels came to escort us over. I was called on and made a brief speech of appreciation of their good work. Bryant sang and played some of his original songs and many familiar ones - Daniels played and sang in his usual good form. They have great spirit in this group [5th Pursuit], and I hope now that we are breaking up here/ that it can go to the 3rd Army [Air Service] as a unit as I have recommended. I left at 5:45 and landed on the Toul airdrome in 15 minutes. To-night Gen. Bullard had us over at his quarters to

_____

*See map 4.

/At this time it was believed that most of the Second Army units, ground and air, would soon be returned to the States. (See entry of 13 April 1919.)

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tell us of the break up and to urge everyone to keep going to the last minute and not let down. I had a meeting of the Horse Show Committee afterward and closed up our preparations.

Tue. Mar 25. The pilots of the 85th objected to spinning their DH4's which is part of the test Capt. Oldys is putting all pilots through. They seemed to think the ship would not stand it, so I went up with Oldys to-day in Curry's ship - we spun it three times, dropping about 1000 feet each time - landed and found on examining the ship, that all fittings, wires etc. were intact and undamaged. We then went up in an Avro and spun that - much faster than the DH. Then I had a lesson in side-slipping and found it much easier than I had expected.

Thurs. Mar. 27. The 2nd Army Air Service gave a great and farewell dance in one of the large concrete hangars at the Toul airdrome to-night. All the officers on duty at [Second] Army Hdqts. were invited and a large part of them came. A plane was left in each corner, my Avro, a Salmson, a DH4 and a Nieuport. Two parachutes were suspended with manikins [small figures of men] under them - flags etc. Two bands alternated, so there were no pauses in the dancing, except when some entertainers from an Engineer Reg't sang and danced.

Sat. Mar. 29. Stone, Olds & myself piloted Miss Margaret Wilson and her party consisting of Mr. & Mrs. Davis [David] and their chaperone, a Maj. Nash, out to Lay-St. Remy where they gave a concert in the 5th Pursuit Group's theatre (hangar). It was so cold and windy that they had to keep on their coats on the stage. Miss Wilson sings particularly well, I think. She sang all kinds of songs, Irish, Negro, French - popular ones especially. Mr. David is evidently an old opera singer and probably a teacher - he sang popular songs and the stirring war songs such as you would expect to hear at a patriotic meeting. Mrs. David was the accompanist thru'out. After the concert we adjourned to the officer's mess - Stone, Thompson (athletic officer), several from my office, were there as invited guests. Bryant sang us some of his funny songs after dinner, and as the big chimney place fire was smoking, Miss Wilson was afraid it would hurt her throat so the party broke up almost as soon as we left the table. She really is very nice - anything but good-looking, but not the least bit stiff and glad to mix up and make everyone feel friendly. While the Horse Show is off, a very firm wire came from G.H.Q. to-day telling us "to forget about breaking up the 2nd Army or moving the hdqts."

Mon. Mar. 31. "Now is the winter of our discontent, turned etc"* for to-day has been bright and not too cold. To-night I took Mosher with me to see the finals in the 2nd Army basketball championship at the 4th Pursuit Group theater. The 2nd Army team, made up entirely of aviators, beat the 28th Div. team, 18 to 12, so our team goes to Paris now for the finals.

*Shakespeare's King Richard III, Act I, Scene 1: "Now is the winter of our discontent made glorious summer . . . ."

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Krout was there to-night, on a three day leave from Bordeaux, where his squadron, the 135th, is still waiting after 7 weeks with no immediate prospects of embarking.

Tue. April 1. Had 25 min. in the Avro over the field this A.M. Took Krout in it to Lay-St. Rémy (15 min.) this afternoon, as I wanted to see Kirby - the field was muddy and in trying to get away, a piece of mud got the propeller - so had to leave the plane there & come home in a car. I have no luck at Lay-St. Rémy - that makes twice I have had to leave the Avro there.

Wed. Apr. 2. With Capt. Oldys in "The Bug" flew to the French airdrome at Sommesous* this afternoon in 50 minutes, about 140 kilometers [about 90 miles], to arrange for a gas & oil station for the big flight to Paris on April 11. When I introduced myself to the C.O. (Maj. Van den Vaero) a capt. in the room asked if I were at Saumur in 1906. It was de Drouas, who was there in the sous-lieutenant class at that time and remembered me. He asked about Capt. Henry. We made the return trip in 58 minutes against the wind - pretty good time, even for a 400 h.p. Liberty. Bob Foy in for dinner to-night on his way back from school at Valdahon, to join his regiment in Luxembourg - also Chaplain Billings, who has always officiated at Evacuation Hospital No. 1 at the aviators' funerals and who turns out to be a professor at Groton Boys School, where Tommy Heintzelman was one of his boys, also Quentin Roosevelt and many others since in the Army.

Thurs. April 3. Had a great trip in the "Bug" this afternoon with Capt. Oldys. We took the Paris road as far as Haussimont,† then turned north-west till I recognized Villeneuve airdrome, where we landed. I visited here more than a year ago, when Atkinson was here with the 94th and 95th Squadrons, the beginning of our 1st Pursuit Group. To-day, the captain in command gave me the dope on French airdromes between here and Paris, and at 5:20 we were back on the Toul airdrome - just an hour to go, an hour and 8 minutes to return - about 100 miles. Sgt. came to the Comedie to-night where I had gone with Mosher, Carter and Cook to see a co. of the 175th Inf. and said Gen. Bullard wanted to see me at 8:30. It was already that, so I hurried down, found Gen. Altman [Aultman] there - Gen. B. wanted to know what air service I had left as he is going to see Gen. Pershing at Chaumont and wants to be able to tell him. He also wanted to know if I were in shape to function at once and then said we had better make our plans so as to be able to start up on short notice if anything happened.††

*See map 4.

†See map 4.

††At this time the Allies were quarreling among themselves over the terms of the peace treaty with Germany. This, together with lack of food, political upheaval, and discontent (with the harshness of the Allied treaty) in Germany, caused uneasiness among the Allies lest Germany make trouble. (See also, entry for 10 May 1919.)

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Fri. Apr. 4. We had a beautiful exhibition of an aerial "combat" at the Toul airdrome this afternoon between an SE 5 of the 25th Squadron, and a Fokker flown by one of the 25th pilots. The Boche plane won out, as it could turn on a smaller radius, could out zoom the SE and had greater speed on the stright-away, tho the SE pilot did some beautiful work, turning, rolling, diving, reversing to keep out of line of the Fokker's guns. "Mathy" [Edward] Johnston blew in to-night.

Sat. Apr. 5. Appleton, Capt. Oldys, Krout & myself left at 8:15 A.M. with a special automobile order, which you need to take a machine even outside the gates of the city now. We reconnoitered landing fields, stopped at Maulan* airdrome that a 1st Air Depot Detail is now dismantling. At Thieblemont, this side of Vitry-le-Francois, the motor suddenly rattle-rattled and we found it had burned out for lack of oil! Phoned back to Toul, then caught a passing French military limousine, dropped Appleton in Vitry to bring on the car - stopped at our Motor Repair Park near Haussimont, where the C.O., Capt. McDonald, arranged to take a detail of an officer and 25 mechanics who are to be at the Sommesous airdrome next Friday when we all fly to Paris.† Had lunch at McDonald's mess, then started to walk. To make a long walk a short story, we tramped until 3 o'clock, then caught a ride on a one-horse two-wheeled French cart, and finally Appleton overtook us near Fere-Champenoise.†† Stopped at Linthelles airdrome, occupied by a French Breguet squadron, where the lieutenant showed us his radio and panel code which is used to signal to the mail planes which pass every day between Paris and Strasbourg. A flat tire nearly wrecked us beyond Rozay, but after successfully taking a rock pile, and grazing a tree, the driver stopped us in the road.

Sun. Apr 6. All morning at 45 Ave. Montaigne. After lunch, picked up Oldys & Krout at the Louvre Hotel and ran out to Orly** where I found [Sheldon] Wheeler, the executive officer. Orly is a beautiful field and will make a fine landing place for next Friday. Made all the arrangements with W. At 3:30 we started to follow the course back, stopped at the Ormeaux airdrome where the French have two Breguet squadrons, with another radio and panel station for their postal planes. A broken spring on the Cadillac got so bad we had to support it with a big stone, and finally limped in to Fere-Champenoise 10:30 P.M.

Mon. Apr. 7. Sent both a wire and phone message [explaining delay in reaching Toul] thru hdqts of a French artillery regiment in the town, but found afterwards that they never got thru to Toul. We limped along to Haussimont and our friend Capt. McDonald of the Motor Repair Park where they managed to dig up enough leaves to make us a perfectly good Cadillac

*See map 4.

†To participate in an Allied Air Service celebration (see entry of 11 April).

††See map 7.

**See map 7.

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spring - safely in Toul at 2 P.M. Hurried to Colombey and arrived just at the end of Gen. Patrick's review of the troops - I joined him and Aleshire on an inspection of the [1st Air] Depot. It looked very well - barracks in good condition. Maj. Campbell is laid up in the hospital at Barisey-la-Cote with a broken leg similar to mine and the result of a very similar accident. Gen. Patrick with Capt. Taylor, his aide, came back to Toul with me and we called on Gen. Bullard at his quarters. This has been an unlucky day at the Toul airdrome. A Liberty crashed on taking off, or rather about 200 feet in the air - Lt. Hardeman killed, Lt. Hellers badly hurt.*

Tue. Apr 8. Gen. Patrick inspected each of the four groups to-day, had officers and men lined up under arms in each case and made them a speech thanking them for what they had done, telling what the Air Service as a whole had accomplished: nearly 2500 flyers sent to the front, twice as many Boche brought down as the no. of men we lost,/ about 750 ships on the front [and] nearly 80,000 personnel in Europe at the end of the war - and this had grown from a strength of 65 officers and 1000 men in April 1917. I hurried back to Lt. Hardeman's [Hartman's] funeral. Lt. Ellick// was another one of the unfortunate ones. He was crossing the Toul field yesterday, did not see a Spad that was taking off, until it was right on him, dropped flat, but one of the wheels hit him in the neck and broke it, killing him instantly.

Wed. April 9. These are unlucky days - fate seems to have started on the trail of the 2nd Army Air Service. Two lieutenants of the 25th were flying over the funeral ceremony of Lt. Ellick dropping flowers, when they collided, crashed and both were killed.** The strange part is, that one of them is the man who killed Ellick yesterday. Louise Kimball came in to-day in a Red Cross uniform, joining Miss Andress' force at the station. Word came to-day that Gen. Pershing will come on Friday, review the 2nd Army troops (on the Toul airdrome) and present some decorations. The Air Service will turn out for the ceremony.

Fri. April 11th. Rainy and misty this morning. Sent the [2nd Day] Bombardment Group and 5th Pursuit by rail [to Paris].# Fowler came in last night, also ships from his 3 Obs. Squadrons & 94th Pursuit. Sent them all

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*It is evident that these are Lts. Frederick S. Hartman and Phil F. Helmer.

/Actually, the ratio was about 3 1/2 to 1: Air Service pilots had confirmed claims of 781 enemy planes and 73 balloons shot down (although some of these were duplicate claims); the Air Service lost 289 planes and 48 balloons in combat but had only 237 officers and men killed in battle. (For these and related statistics see Mason M. Patrick, The United States in the Air (Doubleday, Doran, New York, 1928), pp 49-51.)

//1st Lt. Jerry T. Illich.

**2d Lts. Charles R. Gustofsen and Carl O. Niemi.

#To participate in Allied Air Service celebration the following day, 12 April.

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on by train. At ten all the troops, about 5000, began to assemble on the Toul airdrome, so the planes had to start or give it up entirely. I told them to take off and go as far as Lay-St. Remy, then if they could continue on, do so. They started in the mist and occasional showers, found conditions better as they went west and 32 ships continued on to Paris. The ceremony on the Toul field was quite an event. All available 2nd Army troops turned out, including the nurses, laundry units, M.P.'s, black labor troops etc. etc. There were 102 officers and 1616 men of the Air Service, organized into 4 groups, all making up a separate detachment which formed the entire marching part of the right wing. We rehearsed, then stood and waited from 10 till about 2:30 when Gen. Pershing showed up. He made a careful inspection of each unit, but said he would not have them pass in review. The men were so disappointed they groaned when they heard it. Gens. Bullard, Aultman and Heintzelman received their D.S.M.'s. Then the whole command, with the nurses in front, was massed in a V, Gen. Pershing climbed up on an escort wagon and spoke for about 15 minutes - his voice gave out or he would have gone on. He told how the Allies were tired in 1917, how our coming into the war made it possible for them to win - wanted every one to understand that - and take it home with him - he thanked every one for having done his part, whether it was large or small. Finally Oldys & I took off in "The Bug" (McNarney and Schirra preceded us in a Liberty, Kirby followed in an SE). We got as far as Void,* the engine heated up due to trouble with the oiling system, so we landed on the Ourches field. Came on by car, reaching Ave. Montaigne about 12:45 A.M. Found over 100 had reported. Just one bright spot: when I stopped at Sommesous last night, I found none had had to land there on their way in.

Sat. Apr. 12. Reported at the Opera Comique at 10 A.M. and rehearsed until nearly noon for the ceremony, then hurried out to Parc des Princes, brought K. in with me - she dropped me at the Place du Carrousel, where the 225 officers of the three Army Air Services were formed - I had the pleasure (?) of marching them up the Ave. de l'Opera and the Boulevard to the Opera Comique where the "Gala" performance started at 2 P.M. First they gave "La Coupe Enchante," a pretty one act opera. Then 48 of our officers, representing that many squadrons and balloon companies, took seats on the stage, about 25 French aviators, including my friend Petit, now a major, Fonck and a number of other celebrities, Gen. Patrick, General Duval, Chief of the French Air Service & Lt. Col. Gros. Gen. Patrick made a very eloquent address in which he told of the help France gave us thru Lafayette, then down to the present day - after which Col. Gros read it in French. Then M. Lausanne, editor of Le Matin,/ made the presentation address in English, the number of each squadron was called, the name of the aviator representing it, then one of the French aviators handed him a banner, saluted and they shook hands. There was great applause from the French each time that one of their "aces" rose, great applause from our Air Service in the audience each time a banner was handed to one of our "aces." Between acts we visited. Katherine and I called on Gen. Patrick who had Mrs. Wilson [wife of President

*See map 4.
/Distinguished Paris newspaper.

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Wilson] in his box. Father, K. & I talked to Besançon, Mr. Deutsch de la Meurthe (Pres. of the Aero Club de France) and his daughter - de la Vaulx was there. The ceremony was typically French, arranged with the greatest nicety as to details, and went off very well. These banners had been distributed to all Air Service men in the audience, and at the appointed time we all waved them vigorously. Mlle. Alavoine sang the "Star Spangled Banner" with tremendous feeling, that is the only way to describe it, and the last thing a Frenchman sang "La Marseillaise," the chorus of the Opera joining in on the chorus. Each little banner had been embroidered by some particular one or ones, whose name was announced as it was handed out. The one I carried had a note pinned to it, signed by four little girls all 11 or 12 years old, saying they had gone back to school every day during Christmas holidays to work on the banner! They deserve a letter from the squadron or company that receives their banner.

Sun. April 13. Conference at 45 Ave. Montaigne which lasted all day. I stopped long enough at noon to get Katherine and take her to Gene Reed's for luncheon. The Persian attaché to the U.S. with his American wife (from Boston) and a Russian doctor were the other guests. The American wife was most interested in her son, who, she told me, is directly descended from the ancient kings of Persia, and at the same time is all American, wants to go back to the U.S. at once, and will eventually enter West Point if he can get an appointment. The 2nd Army breaks up day after to-morrow, the 1st Army on the 20th. All squadrons of the two armies that go to the 3rd Army are turned over to me to handle and to move to the 3rd Army area, after which I go there to command the 3rd Army Air Service with station at Coblenz. Now if Gertrude [Lahm] can come over, this will be fine, as I am delighted with the opportunity of rounding out my service over here in the Army of Occupation, having joined the 1st Army on its organization, joined the 2nd Army on its organization and served as A.A.S. [Army Air Service] Comdr during its entire existence.

Mon. Apr. 14. Reached Orly just in time to see a storm break. Oldys had come in earlier with the "Bug" but we and all the other waiting pilots had to give it up, so after lunch with Col. [Theodore] Baldwin and Maj. [Sheldon] Wheeler, I left and after a miserable wet ride, reached Toul at 7:45.

Tue. Apr. 15. Royce dropped in to-day on his way to Trier to lecture to the Field Officers' class. The 2nd Army went out of existence at noon to-day, quietly and unostentatiously, so to speak. Gen. Bullard is away - Heintzelman had the hdqts staff over for final directions, had a group picture taken - then it was all over. The 2nd Army came into existence in the middle of the Argonne battle, Oct. 12, 1918, at a time when everyone was watching the 1st Army and its great fight. No one was interested in the 2nd Army or its Toul sector - we acted as the feeder for the 1st Army, giving it fresh divisions and taking its tired ones into our comparatively calm sector for recuperation. It has been an interesting experience and I am glad to have been here. Starting with an Air Service of three observation squadrons in Oct., it grew to two pursuit groups with a total of 7 squadrons, seven observation squadrons, a bombing group of two squadrons, three park

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squadrons, eleven balloon companies, 5 photo sections, a total of about 700 officers and 5300 men. Now it has dwindled, and orders are here from G.H.Q. transferring several units to the 1st Air Depot for demobilization and return to the U.S., the others to the 3rd Army.

Wed. Apr. 16. Lovell came up from Bar-sur-Aube this afternoon to tell of the progress in moving the 1st Army Air Service. [Davenport] Johnson was in for awhile to-day - he is just demobilizing his 2nd Pursuit Group - doesn't know where he goes.

Thur. Apr. 17. Mr. Sidney Veit and Dr. Hipwell of the Foreign Service Committee of the Aero Club of America, came thru to-day on a trip to air centers - I took them out to the cemetery at Evacuation Hospital No. 1. We have 47 of the Air Service buried there, the vast majority of whom are flyers who have been killed. Lufbery, Hobey Baker, Blair Thaw, John Mitchell, are some of the many.

Fri. Apr. 18. Flew the Avro to Ourches (20 min), had lunch with Reinburg and the 2nd Day Bombardment Group Hdqts. They are breaking up and moving to Colombey for demobilization. They are not at all eager now that the time has come to go. This was the first airdrome occupied by our Air Service at the front. On April 5, 1918, the 1st Squadron (Observation) started operating over the front in the Toul sector from this airdrome. After lunch Schirra and I flew to Chaumont in the "Bug"--it took 50 minutes, and we went so fast that we ran by to the west and had to turn back and find the town. Col. Whitehead was there from Paris - they have a great scheme for closing out the S.O.S. and leaving the 3rd Army in charge of everything, with myself as the senior Air Service officer in Europe. It sounds very fine, but only if Gertrude can join me. We returned from Chaumont to Toul in 45 minutes. Lovell sent up Fitzgerald's DH4 to-day for me - it has a mahogany propeller, Fisher body, extra large wind-shields and a specially fitted seat behind; some ship.

Sat. Apr. 19. Oldys and I flew the Bug down to Bar-sur-Aube.* Lovell got back from Chaumont afterward - called on Troup Miller, now G-4, also Lyster and Watkins, about the only members of the 1st Army staff who joined it July 26 at La Ferté-sous-Jouarre when I did, that are left to "break up" with it when it goes out of existence to-morrow.

Sun. Apr. 20. Easter. Dr. Wilbert W. White who came originally from Wooster and is President of the Bible Teachers Training School in N.Y. City, came in to-day. I am sending Carter with him to Grandpré in the Argonne where he will look for the grave of his son who was killed on Oct 10. He ran his plane head on into a Boche who was after one of White's patrol, and of course he and the Boche both crashed from 10,000 feet. He was a

*See map 4.

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flight leader of the 147th and had six Huns to his credit.* The pilot he protected was a new man and would probably have been shot down had White not purposely crashed into him [i.e., the German].

Mon. Apr. 21. Cols. Whitehead and Frank [Franke] came in to-night on their way to Coblenz to look into a depot site and make arrangements in the 3d Army for the new plan of supply etc.

Tue. Apr. 22. Schirra and I flew to Sommesous in the "Bug." Found that my Saumur friend de Drouas had left for Romilly, enroute to Poland with some aviation the French are sending there. To Nancy/ and went thru the Berget-Levrault establishment with Law - they are doing their best to turn out the Air Service book// but it is slow work and they don't know how to speed it up. They seem to have most of their force working on it, many of them working over time, but they don't know how to work.

Wed. Apr. 23. Had 55 min. in the Avro with Schirra this morning practicing turning, slipping, and landing. I believe I learned more than in all the flying I have done in the past three years.

Fri. Apr. 25. Schirra and I left in the Bug this morning for Coblenz** & in 1 hr 35 landed on the Coblenz airdrome - after lunch to Fowler's office - then out to the Horse Show.# It is a great affair. Cit. Montgomery, Chaffee,

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*Lt. Wilbur White. The story of his last flight is told in Rickenbacker's Fighting the Flying Circus, pp. 317, 318. White was credited with shooting down seven enemy planes and one enemy balloon (not six of the enemy, as Lahm states). According to Harold Hartney, C.O. of the 1st Pursuit Group, White's flight was voluntary as he had been ordered back to the States. (See Harold Hartney, Up and At 'Em, p. 204.)

/See map 8.

//The book was a history of Second Army Air Service. It was prepared by the following:

Editorial Staff: 1st Lt. Hugo B. Law (638th Aero Sq), Editor, and 1st Lt. Raymond Watts (25th Aero Sq), 2d Lts. Henry G. Ewing and Freeman B. Kirkendall (163d Aero Sq), Corp. Ned Steel (6th Air Park).

Art Staff: Corp. Henry Mayers (Hq Det), Editor, and 1st Lt. W. J. Enright (9th Photo Section), 2d Lt. H. D. Lowry (100th Aero Sq), Pvt. Charles H. Fitzsimmons (141st Aero Sq), Pvt. Winthrop S. Gage (23d Aero Sq).

Business Managers: 2d Lts. Paul H. Bissell, Jr., and Henry L. Graves (278th Aero Sq).

**See map 11.

#The Horse Show and the other activities of 25 to 27 April were the major events in the "Third Army Carnival."

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Wainwright, Margetts, West, Merchant are some of the judges. Wainwright won a blue on a pretty thoroughbred in the officer's saddle class. The draft animals were the finest, some of the same ones I saw in the 6th Corps show at Luxembourg. The artillery sections were magnificent - one gun of the 2nd Division had 4 stars painted on it for 4 men killed, and a great long line of wounded stripes too long to count for the wounded men of the gun crew. Two Britishers on beautiful horses took 1st & 2d in an officer's jumping class open to officers of the Allied Armies. To-night we had dinner at the Coblentzer Hof with Fowler--Whitehead was there, also Mr. Veit and Dr. Hipwell of the Aero Club.

Sat. Apr. 26. Talked to Fowler about the arrangements of the new groups etc. Met Mr. LaGuardia, the N.Y. congressman who was in the Air Service during the war, representing us in Italy - he is an Italian by birth, I believe. He is for a separate Air Service, probably with himself at the head of it. He looks to me like a politician pure and simple. At the Horse Show grounds to-day were Gen. Pershing - Quekemeyer with him - all the generals I ever knew seemed to be there to-day - Dickman, Hines, McLaughlin [McGlachlin], Lassiter, Lejeune of the Marines now commanding the 2nd Division, McCloskey etc. etc. I lunched at the Red Cross tent with Mrs. Perry, Jouett's mother, who is in charge, then went thru the aerial exhibit - it is excellent. Two inflated balloons, one is on exhibit, the other to take up passengers. Parris and Bryan are the Co. Comdrs. A line of planes stands on the ground, one of every type, one Salmson entirely stripped to show the construction. Two hangars were filled with aero exhibits - a Liberty motor assembled, another one disassembled, aerial armament exhibit, aerial photography, balloon parachute suspended over a basket, all instruments and accessories used in the balloon and heavier-than-air services. The hangars were crowded with men, all of whom were intensely interested in the exhibits. Schirra and I took off in the "Bug" got half way to Trier* and ran into a heavy rainstorm with nothing but clouds and rain in front of us, so had to turn round and scamper back to Coblenz. Ran into Lay of the Marines who was with us on a trip to the Taal volcano in the Philippines in 1902.

Sun. Apr 27. To-day the show moved up onto the airdrome where they had the races, flat and steeple chases. The winners in both the officers' and enlisted men's steeple chases were two of the best known riders in the U.S., Doyle and Tupper. Maj. Meskill of the cavalry, formerly a sergt in the 7th Ca. in the P.I. where he had a famous trick horse, fell in the officers steeple chase but was not hurt. There was a tractor race that proved interesting, and a chariot race! with two entries, one of 3 horses, the other four well-matched grays. The former won easily. The aerial exhibit was great - at least twenty planes were in the air at once. S.E. 5's flying formation, Sops, Spads and Fokkers engaged in aerial combats, others doing acrobatics, message-dropping contests for Salmsons and DH4's. Even a hail storm did not stop their flying. A DH choked its motor in

*See map 10.

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slipping down to drop a message, had to land in the Moselle valley just below the airdrome and turned over. A gusty cross wind made landing on the airdrome difficult, but the only damage there was an S.E. 5 that stood up on its nose. Toward the end of the afternoon, 4 artillery sections went into battery on the airdrome and fired liquid fire in beautiful streams from their pieces. But the grand finale to the whole show was when they let up an old captive balloon, dropped the basket with its parachute which floated off toward the Rhine and then the four pursuit squadron commanders attacked the balloon in turn with incendiary bullets. [Clayton] Bissell with his Spad failed to get it, [Forester] Marshall in his Sop-Camel failed, Kindley in an S.E. missed it, Fauntleroy in a Spad VII failed - just as Schirra and I were about to take off in the "Bug," a Spad dove in close and the balloon burst into flames, coming down and continuing to blaze long after it reached the ground. It was a fitting finale to a great 4-days show. We left in the "Bug" and an hour and 45 minutes later landed on the Toul airdrome. Found Chambers of the 94th - who returned to-day from his trip to Dun-sur-Meuse with Dr. White - they found his [White's] son's body buried about 18 inches under ground, grave unmarked - and located some distance from the remains of his plane. His watch, identification tags etc had been stripped from him. In his hip pocket they found a letter from his mother and a leave order by which they positively identified him. It was a blow to Dr. White - but a great relief at the same time.

Tue. Apr. 29. Orders for the 24th Squadron at Vavincourt came to-day, so with Schirra in the new DH4 I got from Lovell flew to Vavincourt* north of Bar-le-Duc, where Capt. Wood commands - then south thru Ligny, Gondrecourt and to Trampot./ Capt. Flounders, who wears 7th Cav'y cross sabers and seems like a live wire, commands the 258th [Observation] Squadron and seems to have an efficient outfit. We started south from Trampot, passed Andelot and Chaumont// and were well on our way to Chatillon** when a storm to the west of us looked as tho' it might cut us off from home so we turned round and headed toward Toul, landing at 6:10 P.M. The total time for the day was 2:05. Travel by airplane somewhat spoils you for ordinary travel - it took only 25 minutes from Chaumont to-day, and from Colombey-les-Belles to Toul, which is a half hours auto trip, required just 5 minutes in the DH 4. My new plane does not handle as well, nor is it as speedy, as the "Bug," but a change in propeller may help this. Went to Nancy this evening with Capt. Eckman and Miss Brown to see the moving pictures of the flag presentation ceremony at the Opera Comique a couple of weeks ago. Kirby, Eckman and Bryan appeared on the steps of the theater and were handed banners by three French aviators, much to the amusement of the crowd.

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*See map 4.

/Airdrome for bomber units.

//See map 4.

**See map 9. During the war Chatillon was the site of II Corps Aeronautical School.

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Fri. May 2. On a hurry call from Whitehead (phone) I caught the 3:15 train at 4:30 this afternoon and was in Paris at 10 P.M.

Sat. May 3. Gen. Patrick called Whitehead, Dunwoody & myself in today and we went over the plans for the new arrangement.* I submitted my proposed organization which was approved, except that as Dunwoody is to go to Antwerp in charge of the S.O.S. part, he will make up the organization of that office - really taking his Paris organization with him. Lunched with Fravel at the Palais Hotel, Y.M.C.A. in charge and very good.

Sun. May 4. A perfect May day - bright, balmy and cheerful. Last evening Father had Louise Fast from Toledo and Anne Zollars from Canton in for dinner. The former is in library work, the latter drove a Ford truck for the French. Father left this morning for Lyon, about his Ravier reproductions. I called on Col. Féline whom I found at his Club on Boulevard St. Germain.

Mon. May 5. Rode out thru the Bois/ with Whitehead, Exton. I never saw the Bois so beautiful - nor Paris for that matter. Finished up at Ave. Montaigne, phoned to Oldys at Toul, he came up in the "Bug." We passed the Sommesous airdrome, the half way point, in just one hour, and landed on the Toul airdrome at the end of the 2nd hour - 280 kilometers or 175 miles - with a quartering wind that held us back somewhat.

Tue. May 6. After cleaning up in the office in the morning, I flew with Schirra in the new DH4 to Chatillon;// landed on the 168th [Observation Squadron] Airdrome and found them prepared for their move which starts tomorrow. Lt. Starbuck temporarily in command of the squadron until the arrival of Capt. Devereux. Curry came in to-night from Trier and started in at once on his walking marathon. Yesterday, on my return from Paris, I found a letter from G.H.Q. saying I had been awarded the D.S.M. Very nice of course but somehow I can't seem to get wildly elated over it. The presentation is to be made later.

Thurs. May 8. Capt. Oldys & I started out with the Bug this morning, had trouble with the carburetor so landed and got off in No. 6, making Paris in an hour and 35 minutes. We lunched with Corcoran who is now in command at Orly - Was promptly put on a board by Whitehead when I reported at 45 Ave. Montaigne - to investigate and report on the present organization and operation of the Air Service and make recommendations for changes.**

Fri. May 9. Board meeting almost all day.

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*i.e., structure of the Air Service as a part of the American Forces in Germany.

/Bois de Boulogne, a large park in the heart of Paris.

//See map 9.

**This significant board was made up of General Foulois, Colonels Whitehead, Lahm, Gorrell, and Dunwoody, Lt. Colonels Fravel and Royce, Maj. Naiden, and Capt. Christine.

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Sat. May 10. Board meeting all day. Lunched with Whitehead, Exton at their house outside of the Porte Maillot. The perfect days of this entire week certainly make up for a lot of the past miserable weather. Louise Kimball and I for dinner at the "Abbaye Albert," Place Clichy - we found a large representation of the Air Service there, beside Corky Davis, the Adjutant-Gen. and party including Jimmy Jones & James. Word came to-day out of a clear sky that all but the 3rd Corps Air Service was ordered out of the 3rd Army at once. This looks like "home" bientot [soon]--no reason for my going up there now. And the 3rd Army comes back just at the moment the Boche is showing his teeth and threatening [not] to sign the Peace Treaty which was put in his hands four of five days ago. Well, he can't do more than show his teeth - he must sign or starve and perhaps be overrun by the Russians and Bolshevism which means practically his destruction.

Sun. May 11. Oldys & I left Orly this morning and landed on the Toul field 1 hr 35 min. later. Spent the afternoon closing up matters at hdqts. preparatory to moving everything and everybody out of Toul. I could not leave the officers and enlisted men who have so willingly and cheerfully served the past 7 months at Hdqts Air Service 2nd Army, without a certain pang and without expressing my appreciation of their services. Oldys & I again left in the DH and in 2 hrs. 20 min. against a west wind, made the trip back to Paris. When still some miles out, a dark object rose straight out of the mist - a littler later it proved to be the Eiffel tower - visible long before Paris itself showed up. Surely these are the days of rapid transportation, and what a boon the airplane is. Here I leave Paris in the morning after 10, lunch in Toul, 175 miles away, spend the afternoon closing up my hdqts, then return to Paris for dinner - no inconvenience, simply two delightful trips and no time lost.

Mon. May 12. Working on reorganization most of the day. Dined with Katherine at the Hotel d'Iena and took her back to the school afterward, where I met Anne Marie de Wangen, now a grown up girl, whom I last saw at Chambley when Katherine & I visited there in 1905. Her mother is not going to rebuild the chateau,* but is going to keep a hunting lodge there.

Tue. May 13. Ran onto Ralph Van Deman on the street this afternoon - he is with the Peace Commission at Hotel Crillon - has been over here since June in G-2 until lately.

Wed. May 14. The Board/ is still meeting hard - we tried to have a final meeting and sign it this afternoon but only went on discussing it till 6:30 P.M. Saw more or less interesting films at the Champs-Elysees theater to-day - a special performance given by the Aero Club of America, "Fit to Fly," showing the work of the Medical Dept. in the U.S. in supervising the

*The chateau had been pretty well wrecked by the Germans who used the cellar as a headquarters, and by Allied shells (see entry of 19 November 1918).

/See entry of 8 May 1919.

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flyers - their physical condition. Lt. Col. Isaac Jones, M.C. was introduced by Gen. Patrick and gave the lecture part as the films were shown. Mrs. [Woodrow] Wilson was in Gen. Patrick's box. This evening I picked up Louise Kimball and Miss Andress, who has been head of the Toul Red Cross for a year and a half - took them to Vatel's for dinner and afterward to the Casino where we saw the last half of a very good show - mostly beautiful costumes and dancing.

Thurs. May 15. The Board finally finished up and signed the proceedings - at 3:45 Oldys & I left Orly in the D.H. Engine trouble came on just as we were getting to Ormeaux,* a French field 50 kilometers east of Paris, so we landed - found a leaking water jacket - I phoned in to Gorrell who arranged to send a car, but as it had not arrived at 8:30, the N.C.O. in charge of the French Det. sent us in to Marles [en Brie] where we caught a train and were in Paris at 11 P.M. My four preceding trips between Toul & Orly have been made without a skip of the motor, so the average is pretty good - but it is surely inconvenient when the motor does go bad.

Fri. May 16. Took train for Toul (heavy mist made it impossible to fly); Mitchell Handy in the compartment. The country is beautiful, so fresh and green, with apple blossoms in full bloom and lilacs in abundance. Found Air Service hdqts had not succeeded in getting out of Toul - no one seems to be in a hurry - all are enjoying themselves apparently.

Sat. May 17. Spent part of the day in Nancy, trying to get the 2nd Army Air Service book out of the printers, Berget & Levrault. Law is working on it all the time, with Corp. Mayers, the cartoonist. The end is in sight. The monument dealer, with considerable encouragement, finally decided he could go to work in two days on the stone for the Lufbery Memorial Tablet.† Ran onto a number of the 3rd Army [Air Service] pilots at the Liegeois at noon, on their way from Coblenz to Colombey-les-Belles for demobilization. At Colombey this afternoon, I ran onto any number of pilots and a lot of the balloon men - Koenig, Parris, Hayward, etc. etc. The place is filled up with 3rd Army Air Service, here to demobilize and go home.

Sun. May 18. After working many hours, I to-day finished up going over the material for the Air Service manual, flew to Chaumont from Colombey with Schirra in D.H. I went over the manuals with Reinburg, McNarney & Kindley, flew back & reached Toul in time for dinner.

Mon. May 19. Schirra & I left in a DH4 from Colombey this morning, landed at Orly after a good trip. Went with Father to the F.A.I. [Federation Aeronautique Internationale] meeting at 2:30 at the Aero Club and found a number of old friends there - M. Jacobs representing Belgium; Perrin, Ogilvie (whom I met at the Wrights in Dayton in 1911), O'Gorman &

*See map 7.

†See entry of 2 June 1919 for the story of how Lahm erected a small marker at Maron in honor of Lufbery.

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MacLean [McClean] representing Great Britain; Prince Roland Bonaparte, Surcouf, Besançon, Tissandier, Gasnier etc.; Father, Campbell-Wood, Veit, Beaumont, Hogan & myself representing the U.S. The main discussion was over the question of putting the Boche and Austrians out of the Federation, which was done. At the banquet at the Hotel du quai d'Orsay, Father had as his guests, Gen. Patrick, Cols. Whitehead, Fravel, Gorrell, Jones (medico). Capt. Bénézit did not get there. Mr. Henri Deutsch [de la Muerthe] presided. As usual all the old timers were there - Melandri, Mallett, Kapferer, - and new ones such as Fonck, Roget (who has just crossed the Mediterranean twice in one day)--the last two both rec'd gold medals. Usual speeches, & cinema afterward. Everyone was particularly interested in a report that Hawker had reached Ireland in his flight from Newfoundland but it was unconfirmed.* Lt. Com. Read reached the Azores in 15 hrs. 13 min. in his seaplane with 4 Liberty engines, Towers & Bellinger both landed on the water some distance out and were picked up. The crossing of the Atlantic is a fact to all intents and purposes - tho' Read still has 1000 miles to make to reach Portugal.†

Tue. May 20. This afternoon the [F.A.I.] delegates were taken out to Villacoublay†† where the French had an exhibition for our benefit. All types of planes were out on the field from the Morane monoplanes, Spads & Nieuports to the Farman aerobus with enclosed cabin and upholstered seats and the great 4-engine Goliath -- Pilots were there to take them up and demonstrate. The best looking plane of all was a Morane biplane biplace observation machine that looked like the Boches Hanoveran & was equipped with our Liberty motor. Met Gen. Sykes of the British Air Ministry, a very young general.

Wed. May 21. Sat on the board at the F.A.I. to revise our statutes--finished at 6 P.M. when the F.A.I. adjourned & we all said Au Revoir, till the regular meeting in Bruxelles [Brussels] in October.

Thurs. May 22. Father & I called on Capt. Bénézit at the Schneider offices. He was in the U.S. as balloon liaison officer late in 1917 & early in 1918. From there I went to 280 Blvd. St. Germain & called on Comdt. Lalame, head of the Colonial Air Service, then on to Capt. Rolland, for information relative to their air service in Africa as Gen. Patrick said yesterday he was thinking of sending me on a trip to Russia, Africa, Hungary or elsewhere to see foreign aviation working under unfavorable conditions of climate, etc.

Oldys and I left Orly in a DH 4 this afternoon and made Colombey in 1 hr, 55 min. Hurried over to Nancy to see Law about getting out the [Second Army] Air Service book but he had gone. Ran onto Newbill & a Major leaving the school at Trier to go home with their reg't - the 3rd F.A.

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*Hawker came down at sea where he was picked up by a Dutch ship.

†Read reached Portugal, completing the Atlantic crossing, then flew on to England.

††See map 7.

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Fri. May 23. Oldys & I ran down to Colombey, then over to Nancy where I found the first 100 2d Army Air Service books ready for delivery. After luncheon, Oldys, Law, Graves (the last two are editors) & myself went to Mr. Steinhal's house, just across from Berget-Levrault's [printing] establishment, for coffee, & liqueur. Mme Steinhal is a Berget-Levrault - her husband is the present head of the firm. The Berget-Levrault family founded the printing house in Strasbourg in 1600 and something and it has been in the family continuously ever since. The last male descendant was killed on the Somme in 1916 - that is, the last one connected with the printing establishment. By 9:30 to-night, 200 books were delivered to squadrons and balloon companies that are at Colombey ready to entrain for Marseilles or Brest for return to the U.S. I have never seen a more perfect evening than this one - as the sun went down behind the hills west of the Air Depot. It was so calm & still, and the evening glow so striking.

Sat. May 24. In Toul, Nancy & Colombey getting the Air Service book distributed.

Sun. May 25. Put Graves in charge of the book, relieving Law & having him & Corp. Mayers ordered back to Colombey. Oldys & I flew up to Paris in the afternoon. Got a taxi & rode out the Champs-Elysees, Ave du Bois and thru the Bois to Parc des Princes. A typical Paris Sunday in summertime - with the Bois filled with people of all ages, kicking foot-balls,* knocking tennis balls, lying on the grass -enjoying themselves to the limit. A new and different touch was given to the scene by those that were playing base-ball, and again, by the sights of our American soldiers playing with the French - many with their coats off, joining in the children's games as tho' they were one of them - and they are apparently. When the Americans are gone, it is going to leave a large unoccupied place in the French order of things. When I was sitting at breakfast in the Comedie Hotel this morning, the last body of American troops in Toul, the MP's, marched past on their way to the station. All the personnel of both the Comedie & Metz Hotels, turned out to wave & bid them "Adieu" or Good-bye & they were really sorry to see them go.

Mon. May 26. Went with Father to see an eye specialist. He gave me the usual prescription for infected eyes and said there is nothing wrong with them - that they are naturally bloodshot. Dropped in to see Ralph Van Deman at the Crillon. Called on Mrs. Potter, 15 Ave. Pres. Wilson, but she was out.

Tue. May 27. Oldys & I left Orly and landed at Colombey at exactly 12. To Nancy in the afternoon to see Berget-Levrault & Graves. Law & Mayers returning to Colombey this eve. to go back home on orders issued to-day.

*Lahm means soccer balls or rugby balls, not the American variety of football.

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Wed. May 28. Had 49 min. in an Avro after dinner to-night at Colombey - with Oldys on the ground to criticize - took Mulrennan up for ten minutes at the end, "in return for some of the times he has taken me out," (M. being my chauffeur of the past 7 mos.) Out to Evac. #1 to-night. Half of the cemetery has been moved off to Thiaucourt, including Lufbery's body. The hospital has gone except for half a dozen caretakers and I found Col. Gosman who is staying back a few days on leave, visiting at the Sebastopol Farm.* He is broken up over his cemetery being moved away in this unseemly manner. The farmer, his wife and daughter were very cordial, invited me in & insisted on serving coffee & eau-de-vie [spirits] of their own brew. The story of the naming of the Sebastopol Farm is this: In 1846 [1854], the year of the siege of Sebastopol, the French had had a bad year, poor crops - and to raise money, the owner of this land cleared & sold a lot of timber, then sold the land for farm land - and as this occurred during the siege of Sebastopol, it was so named.

Thurs. May 29. Took Louise Kimball & Bryan in the Cadillac, thru the old American sector - Ménil-la-Tour,/ Flirey, Essey, to Thiaucourt where we found the new American cemetery all nicely fixed up for Decoration Day services to-morrow. Gen. Ely is to speak; a co. of the 9th Inf. & one of the 23d are here, sent down from Germany for to-morrow. Gen. Ely commanded the brigade made up of these 2 regiments in the 2d Div. and fought over this very ground on Sept. 12th, 13th, & 14th at the time of the St. Mihiel offensive in 1918. Capt. Baker is in charge here with a colored pioneer battalion// - Lufbery is buried near the center of the cemetery & Hobey Baker not far from him. We had dinner at the officers mess, then back to Euvezin where we left the car and with the aid of a drawing Louise had gotten from the Graves Reg. Service, after tramping about a mile along the stream running back to Essey we located the grave of Major W. W. Bland, 354th Inf. who was killed here on Sept. 12th. He was buried beside the hole made by the shell that killed him. He was a very bright young lawyer from Kansas City - Louise took a snapshot of the grave to send to his mother with whom she has been corresponding - also took his helmet to return to the family. We came back along the old Boche front lines. This evening I ran to Colombey, then to Nancy to find Graves who will start with a load of books for Brest to-morrow. Oldys left with 200 in a DH 4 this A.M. for Coblenz.

Fri. May 30. "Decoration Day" and everywhere the French are making it a special day long to be remembered. They have taken the initiative - at the Justice Group Hospital cemetery, a French general made an address, a French military band and an American firing squad took part. Miss Andress and her Red Cross force did the decorating, mostly with flowers furnished by the French.

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*See map 4.

/See map 4.

//Pioneer Battalion: a labor battalion used to build roads, bridges, etc.

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Sat. May 31. Ran over to Maron on the Moselle,* about 12 k. s.e. of here, found the "maire" who took me thru a house and into a yard overlooking the river where Lufbery fell just a year ago in a fight with a Boche. His plane was in flames and he jumped out, probably hoping to land in the water, but he missed it by about 150 meters and landed on a fence; the broken pickets are still there.

Mon. June 2. This afternoon Oldys, Bryan & I went to Maron, a serg't from Colombey brought the Lufbery memorial in a truck with six Boche prisoners who built a concrete base in front of the house of M. Alfred François the first house on the right as you enter the village coming from Toul. Bryan came up from Saulsures [Saulxures]/ in the Vosges yesterday with the stone and after a long conversation with the maire yesterday, later with M. François, it was agreed that the stone & tablet could go where we put the concrete base in to-day. We go back to-morrow to set up the stone after the base has dried & set. The memorial is very pretty - it consists of a bronze plate inscribed "Raoul Lufbery Major Air Service United States Army killed in aerial combat, May 19, 1918. This tablet is placed here in his memory by his comrades of the United States Air Service." This is set on a granite stone 2' 5" wide, 2' 4" high and 1' 3-1/2" thick - it is a very pretty gray granite such as is found in the Vosges - the plate sits on a sloping surface. It was necessary to draw up an agreement between M. François and myself saying that he could have it removed if he wanted to change his house or if it otherwise interfered with his use of his house. This is to be signed by M. François and myself, witnessed by the maire and M. Gatenois, in whose yard Lufbery fell, and is to be officially recorded in Nancy.

Tue. Jun. 3. This afternoon Oldys, Bryan & I went to Maron, with a detail of men, set the monument up on the concrete base, photographed it, took some pictures of the spot on which Lufbery fell. Then we waited for M. le Maire to come in from wood-cutting, in order that we might have the ceremony of dedication. As he did not come, I finally climbed the hill above the town and found him, working in his "coupe" [woods]. He came back with me, but when I said we would take some pictures, he insisted he must dress up which he did - then we picked up M. Gatenois and lined up beside the monument to have the pictures. Some one suddenly noticed M. François was missing, so I went in & called him. He could not find his Sunday coat anywhere, Madame F. was away and he was "eperdu" [befuddled]. Finally he found it & came hurrying out, putting on his coat as he came. We had the pictures, then I got off the "discours" [speech] that I had prepared for the occasion, telling who Lufbery was, how he came to fall here, then consigned the monument to the care of the Maire and commune of Maron. The Maire replied, saying they were deeply touched and would take good care

*See map 8.
/See map 8.

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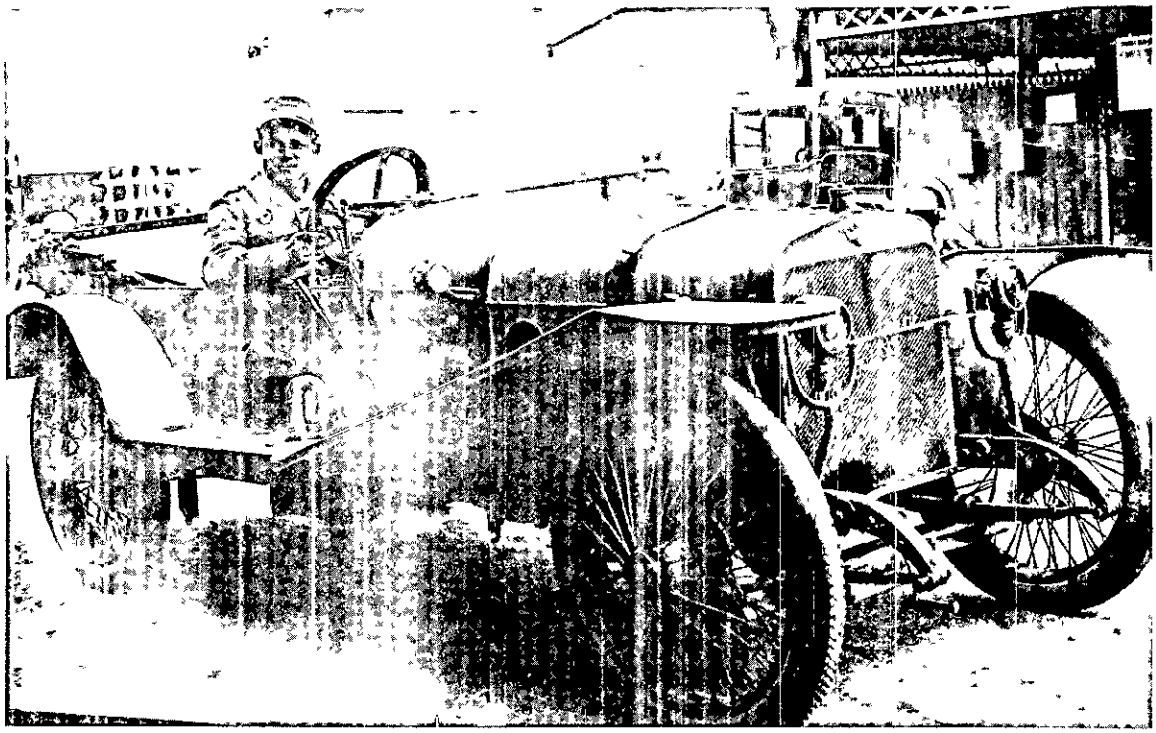


Raoul Lufbery

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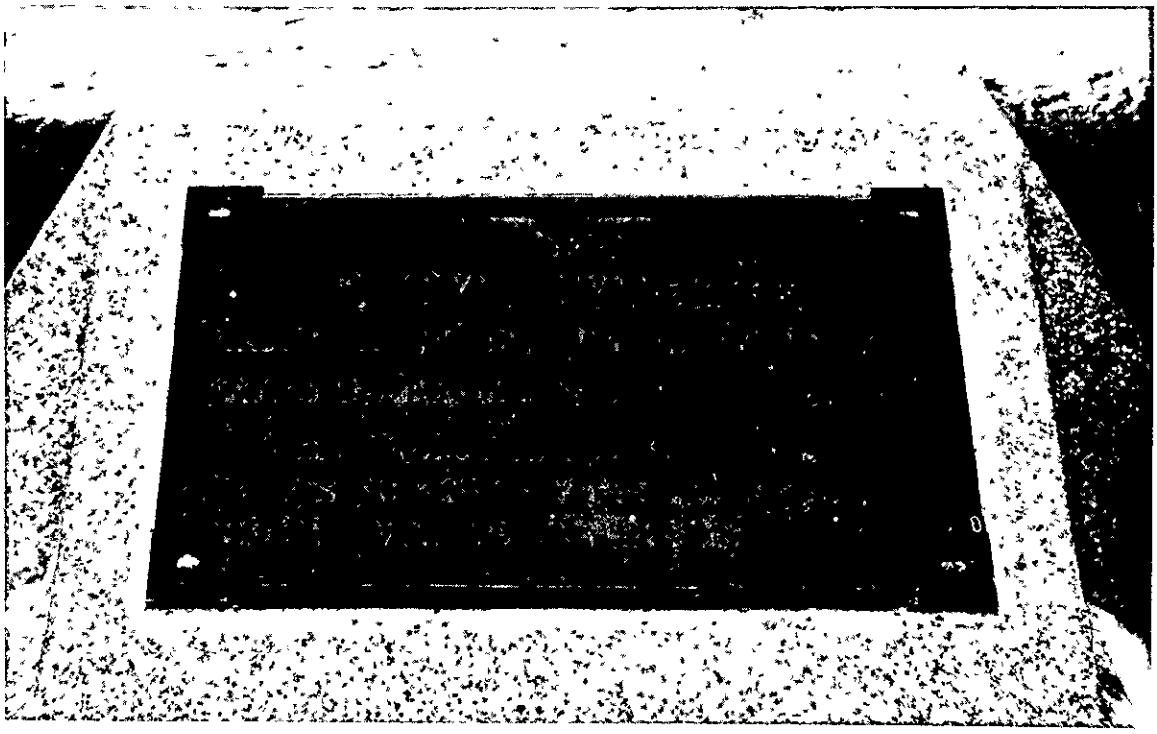
Lufbery in his Hispano-Suiza



Col. Lahm, Aides, Citizens of Maron at Lufbery Marker

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Lufbery Marker, Maron, France



Picket Fence Where Lufbery Died

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of it.* We then adjourned to the house to cement the "entente cordiale" with a couple of bottles of champagne which I had brought for the occasion. It was a happy occasion - we drank to the commune, to the Americans, to the American Army, to the French Army, to the Air Services - they were intensely interested in hearing about ours - in hearing that we could see right into Maron from over Toul. When I told them of flying into Paris in an hour and a half and that I was going there in the morning, they said it was tho' I were going to Sexey-aux-Forges, just across the river from Maron. M. le Maire then said he wanted to come to Colombey to go up in an airplane with me. They thought he was crazy. We had to leave to get back to a dinner at the Red Cross Rest House with Miss Andress, Miss Merkle [Merckel], Miss Smith, Louise Kimball,/ and a couple of others.

Wed. June 4. Oldys and I left Colombey in a DH 4 and landed at Orly after a very good trip. Ran onto Frank [Parker] in Foulois' office & found he had arranged for Katherine to sail on the Agamemnon on the 8th or 9th - too soon for me, I fear. Asked for my order and Oldys' to-day.

Thurs. June 5. We took off from Orly in the D.H. 4, with threatening skies all around, particularly to the East. The heaviest rain storm of the year had hit Colombey 1/2 hr. before our arrival, but fortunately had passed on.

Sat. June 7. Great celebration in Nancy this evening, the various athletic societies came in to-day, including a Czecho-Slavic contingent in a gay hussard [sic] uniform. To-night they paraded in the Place Stanislas, with a military band, drums & trumpets playing the very military, martial music which is so peculiarly French. The soldiers were out under arms, some detachments carrying torches - it was a gay sight. Yesterday I journeyed to Maron, where with all due ceremony and with two bottles of "vin blanc du pays" [native white wine], M. le Maire, M. François, M. Gatenois & I assembled around the table in M. François' kitchen, and solemnly affixed our signatures to the agreement relative to placing the monument in front of M. François' house. To-day I had it registered in Nancy & took copies to Maron for the Maire & M. François.

Thurs. June 12. Came to Paris on the train this A.M. & it was hot. First time I have really felt it since landing more than a year & a half ago. Found a cable in my mail at 45 Ave. Montaigne which had been forwarded by courier from Coblenz, dated "Baltimore, May 27, saying Gertrude had been operated on for gall stones and was in fine condition!!" Sixteen days ago and here I am just finding it out. One thing sure, no further news means she is coming on well, and I am sincerely glad she has had the operation

*The people of Maron truly lived up to the Mayor's promise. As late as 1962, Lahm received a letter, and several snapshots of the marker, from a resident of the house in front of which Lahm had placed the monument; the marker was in good condition.

/All Red Cross workers.

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and is thru with it. I have felt that it was to be done as soon as I got back anyway. Sent Dr. Burnham* [Baltimore surgeon who operated on Mrs. Lahm] a cable to-night for a later report - but imagine she has left the hospital by this time. These past 5 or 6 days have been spent oscillating between Toul, Nancy & Colombey-les-Belles, trying to close up the affairs of the Air Service Book. I finally had to leave Graves and Osler there for a few more days, when they will report to me in Paris. Ran out to Thiaucourt & Chambley one afternoon - a lot of former Austrian prisoners are housed in the stables at Chambley, they are being released & sent back now as they are Roumanians or some other tribe that is fighting with, for, or behind the Allies. It is hard to keep up with races, nations and affiliations these days. Colombey-les-Belles, or rather the 1st Air Depot is now a thing of the past - it was turned over to the French yesterday and all our people will be out in a few more days. Katherine and the kids sailed Tuesday A.M. (10th) on the Agamemnon.

Sat. June 14. Told Col. Richmond this morning that I was ready to go to Ft. Champigny, so he sent me a car which brought me to the Fort.† There I found "Red" Irwin†† in command and quite ready to turn over to me. The American [riding] team is here, Merchant in charge, with West, Harry Chamberlin [Chamberlain], Taulbee, Kobbe, and about 15 others, with some 35 horses. Hdqts is in the fort itself, the horses are in temporary stables put up outside, then there is a training ground with jumps already built, just outside the fort. The Portuguese & Roumanians are here, and last but not least, the Arabs with about 30 Arab horses and 4 camels. My first official act was to receive the Arab general, who wanted barley for his horses as they will not eat oats. The billeting officer found me a room in a beautiful house in a more beautiful garden, near the Marne, in the village of Champigneulles.** The old father & mother live here six months including the summer and in Paris the winter. Two sons, about my age, are "industriels" in Paris, but come out in the evenings. A great big bed of white & yellow pansies in front of the door - roses in abundance, a vegetable garden - stable at the rear - no horses, but at least one auto. They invited me to have dinner with them, then we walked around the grounds & sat until 10 P.M. when all adjourned to bed, just as the last of the daylight glow was disappearing in the west, and a bright full moon was rising in the east.

Sun. June 15. This has been one of those beautiful days in June that the poet tells about.# Cols. Richmond & Hawkins were out for lunch to-day.

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*Correct spelling: Burnam.

†Lahm had been asked to remain in France and to play "host" at Fort Champigny to riding teams from several Allied nations which were to take part in the International Games to be held in the newly built Pershing Stadium, on the edge of Paris.

††Apparently, this should be Erwin.

**This is almost certainly Champignol.

#Lowell's "Vision of Sir Launfal, "Part I, Prelude, Stanza 5: "And what is so rare as a day in June? Then, if ever, come perfect days . . .,."

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This afternoon I took Irwin [Erwin] & rode in to see the Pershing Stadium. It is a great institution - a concrete amphitheater with a seating capacity of 25000, with a covered grandstand on one side with boxes in front. A large force of men is working on it - and are rushing it to completion for the opening of the Inter-Allied games on the 22nd. We rode over to Orly to look for tools to fix up the training ground at Champigny. Only 1/2 dozen planes & small detachment left here.

Wed. June 18. Whitehead phoned out the good news from Dr. Burnham [Burnam] - a cable saying Gertrude is nearly well. The Arabs gave us a great exhibition to-day. They brought out their finest looking horses, with their fancy saddles, bridles and trappings. One saddle was covered with gold embroidery. Then their long lances - they ride well & their horses are well trained. The Arabs have a good seat, use a severe curb bit, but have light hands and only use the bit to stop their horses, which they do well. One stunt was to set the end of the lance in the ground, then gallop round it, holding on to the other end. They had wonderful mounted combats, in which they rode round & chased each other over the field, flourishing and twirling their weapons. They handle the latter very well. The camels raced, one with its mouth wide open and bellowing as it came. Unfortunately the Arabs have lost one horse from pneumonia, will probably lose another and have half a dozen more sick with strangles or shipping fever. A trip to Fort de Vincennes to-day, netted the promise of authority to-morrow to put the sick horses in the Ft. de Sucy about ten kilometers away. It is garrisoned by a company of the Foreign Legion made up entirely of Roumanians that have been in the French service since the beginning of the war.

Sat. June 21. I reported to-day at Gen. Pershing's house, 73 Rue de Varenne, close to the Invalides. There were gathered Col. Vidmer, Eph Peyton, Gorrell, Daley of the Engineers, Albright, and three or four others whom I did not know. Gen. Patrick was there as a spectator. Gen. P. [Pershing] came in and shook hands all around, then an aide read out the citations, one at a time, after each one of which Gen. P. pinned on the D.S.M. made a little speech and thanked each one, congratulated & shook hands, then passed on to the next. Afterward we all congratulated each other, talked awhile and then said "Good Day" to the General. I took Col. Vidmer to the apartment for lunch with Father. - He came in with 4 more Raviers that had belonged to Harpignies, and which he is much pleased with. This week has been a round of organizing, policeing [sic] up, riding a little myself, a couple of visits to the Fort De Sucy south of here where some stables were put together to-day and where I had 4 of the Arabs sick horses moved this evening. A representative of the French team came to look into quarters etc. He tells me Vatel, now a major, is in charge of their team which is training at Saumur. Vatel was an écuyer [riding instructor] and at the same time took the course in my class at Saumur.

Sun. June 22. To-day was the grand opening and dedication of the Pershing Stadium. I took Father out. From the Porte De Versailles it was one vast crowd. The Stadium was filled to its capacity of 22000 people.

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First to march in was the Garde Republicaine Band, followed by detachments of cadets from Polytechnique, St. Cyr - Infanterie de Ligne, Chasseurs Alpins or "Blue Devils," then the Africain troops. They lined up facing the Tribune d'Honneur, then came a band with a battalion from our picked regiment from the 3rd Army, which Conrad Babcock commands. They looked fine and marched excellently. Most of the officers wore from one to three wound stripes. Then the athletic teams of the 20 Allied nations marched in with their multi-colored costumes. All were represented except England. Arabs, Czecho-Slovaks, Portuguese and all the usual nations besides. President Poincaré [of France] and Gen. Pershing then came in with their "suites," marched to the front and center and received the salute - then mounted the platform, Mr. Carter of the Y.M.C.A. presented the Stadium to Gen. Pershing, who in turn presented it to Mr. Leygues one of the French cabinet who accepted for France. There was a final grand review & it was over. We chanced to sit beside Waddington and his sister, who invited us to their house near the Parc Monceau* for tea. Mr. W. is a Frenchman of English descent, Mrs. W. an out and out American, of the Hayes family.

Mon. Jun. 23. Gen. Blackbellair came out this afternoon to look over the ground to see about sending out the French team. I had always heard of him at Saumur, where he was écuyer-en-chef a long time. Later I hurried in and joined Vidmer and Babcock at the house of Georges Scott, the painter - and his wife, a former opera singer and very charming woman. Mr. S. showed me his studio and his pictures, they are wonders and all too true to life. He paints the war, but not always the pleasant aspects of it. But the masterpiece is his panorama of "La Victoire de La Gloire" - a study which he will enlarge to 10 meters [about 33 feet]. In the foreground are the dead rising up from their graves, planes are circling overhead, troops of all nations, flags of all nations (and none quite so prominent as the Stars & Stripes) extended for miles, surrounding the Arc de Triomphe which surmounts a hill. On the steps leading up to it are the Boche battle flags, lying as they were thrown. Just at 7 we heard guns booming very near and realized it meant the Boche had agreed to sign the Peace Treaty. On my way back, people had already begun to decorate, and after dinner when I left the apartment, and rode down the Boulevard on my way out to Champigny it looked almost like Mardi Gras. The streets were packed, everyone singing and having a gay time. The French like an excuse to do this. A crowd in front of the Opera was waiting to hear one of the Prima Donnas sing La Marseillaise.

Tue. Jun. 24. I forgot to tell about the airplane parade over the Stadium on Sunday - they dropped a couple of large bouquets of roses which were presented to Mme. Poincaré and some other notable's wife. I lunched to-day at the restaurant in St. Maur with Gen. Galvanescu and the other Roumanian officers. They were very cordial and we drank the health of everything and everybody. They are very proud of their country, which stood up from Aug. 1916 to Aug 1918 against the Boche before it went under. They claim to have never had any Bolshevists, tho' surrounded by them but look

*Located short distance N.E. of Arc de Triomphe.

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for trouble in the future as they are surrounded by enemies and rely on the Allies to help them.

Wed. Jun. 25. I took Col. Soutzo, Maj. Jacob, one other Rumanian officer over the 55 kilometer course to-day, including the 5 kilometers over obstacles in the Bois de Meudon.

Fri. Jun. 27. I met Vidmer at the Hotel du Palais this afternoon, we picked up Babcock at the Grand Palais where the Franco-American Ambulance was having a farewell reception before breaking up. Met Mrs. Lawrence Benet, whose husband is on the Foreign Service Committee of the Aero Club of America. Vidmer, Babcock and I then rode up to the Scott's and heard some beautiful singing. Mme Scott and her sister Mme Myrhis sang duets and solos. Mme S. sang several from Manon,* Mme M. sang La Vie de Boheme - it was perfect, both are finished artists.

Sat. June 28. Peace was signed at 3 P.M. to-day - I was at the games at the Stadium, where it was announced, the games were suspended, and an Opera singer sang the Marseillaise from the boxing ring - it was very stirring. The king of Rumania was there in full uniform and at the end decorated the winners for the day, including the American darky, Sol Butler who won the broad jump easily, also the Opera singer. The crowd was out to-night, all Paris celebrating the Peace signing - Poilus & Americans - arm in arm; they took particular delight hauling round the cannon from the Champs-Elysees, with a load of soldiers perched on top. Moved into a new billet to-day.

Mon. June 30. At 9 A.M. Chamberlain on Nigra led off from the village of Chennevieres on the 55 kilometer [35 miles] military ride. At 5 minute intervals, 22 contestants started, representing the U.S., France, Belgium, Italy, Portugal, Rumania & Hedjaz. Gen. Blackbellair, the Hedjaz general, & numerous others were there to see the start. All made perfect scores and arrived at the finish within 4 hours, except two Arabs or Hedjaz whose horses would not take the jumps in the Bois de Meudon, and who were consequently eliminated, tho' they finished in the 4 hours in good shape. As a matter of fact, all stood it very well - the 5 kilometers in 15 minutes over 15 jumps was easy for all but the Arabs - they come from a flat country where there is no jumping and consequently are not trained for it.

Wed. July 2. This was the day for the Military Jumping. Chamberlain was the first - he made the ride on Nigra - a very pretty exhibition over the 15 jumps - with very few faults. He was followed by Col. Soutzo, the Rumanian; Merchant's horse frightened when the crowd cheered, ran off to one side and so he ran over the time limit of 3 3/4 minutes. Comdt de Soras won first place on an old gray that had had long experience in the horse show game. The French team took first place, ours second and the Italians third. Chamberlain tied with Comdt. Morel of the Belgians

*A popular French opera.

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for second individual prize. General Blackbellair was very complimentary on the work of our men - said it was the kind of riding that was best suited for all purposes. Vatel was up from Saumur for the day - he is now a major and écuyer-en-chef at Saumur. Soccer football is intensely interesting to watch - more so than our own game.

Thurs. July 3. The jumping in pairs to-day resulted in the Italians taking first and third places, and the French second. The stadium is packed every day now.

Fri. July 4. I attended the Chamber of Commerce dejeuner [luncheon] at the Hotel Quai d'Orsay. Marshal Foch & Gen. Pershing were the guests of honor. Lord Derby, of the British cabinet, Tardieu the French High Commissioner to the U.S., Gene Reed, Eph. Peyton, Mr. Veit, about 500 in all. Mr. Walter Berry, President of the [American] Chamber of Commerce, made a good address in French, Tardieu spoke - Gen. Pershing made the speech of the day and was enthusiastically received. He recited what the American Army had done. The audience were enthusiastic and gave him a great ovation when he sat down. Then they all called for Marshal Foch and he spoke briefly, complimenting the American Army. I spoke to Gen. Weygand, Foch's Chief of Staff, who was at Saumur as a captain and instructor when I was there. He remembered me and spoke of my having had typhoid - said he was very glad I had spoken to him. To-night, the 4th of July was celebrated at the Stadium with fire works, music, gymnastics by the Yugo-Slavs. The Arabs gave a great exhibition on their beautiful horses, chasing each other round the Stadium, throwing light wooden spears at each other and firing their carbines while riding at a full gallop. But the real celebration came after dark, when the band marched in, followed by seven beautiful floats, representing Victory, France, Paris, Italy, Belgium, Great Britain and finally the U.S. with Uncle Sam perched up on the top. Half a dozen darky soldiers marched beside each float and kept it brilliantly illuminated with bright torches.

Sat. July 5. This was the day for the individual jumping championship. The Italians led again with their fine horses and their excellent riding. Major Ubertalli took first and third places on two of his horses. We were all very glad to see Major Jacob of the Rumanian team take second prize on his dark bay. In my opinion, he is the best horseman here - a graduate of the Italian Cavalry School, now Chief Instructor at the Rumanian [Cavalry] School. He would have won a place in the Military Jumping on Monday if he had not made a mistake in the course and failed to take four of the jumps. There was nearly an international complication when the Italians threatened to withdraw from the contest unless the lath strips were put on the obstacles to indicate tips - Col. Richmond ruled against them and there was a tense moment. Then Capt. Amalfi clapped his heels together, saluted and announced very dramatically that "for the Americans" they would yield, and would continue in the competition. The day was saved.

Sun. July 6. Gen. Pershing presented the medals and trophies at the Stadium this afternoon. I was detailed to march in the Second Group,

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comprising the winners in the Riding, the Fencing, the Rifle & Pistol Shooting. All were dressed in the uniform in which they had contested. I succeeded in marshalling all the riders, but the fencers and shooters were shy many of the foreign representatives. At 2:30 the band marched in, then the composite regiment commanded by Conrad Babcock, then the various groups of winners. It was supposed to be a military formation, but as such, was a good deal of a joke. We got them safely in and lined up in front of the platform, then each in turn went up and received his medal, then the team captains returning to take the trophies. Many of the latter were beauties. The French Riding Team which was first in the Military Championship, received a silver cup presented by the King of the Belgians.

Among the Americans is a negro, Sol Butler, who won the broad jump. The King of Montenegro [Nicholas] happened to be at the Stadium that afternoon, so all the winners for the day were called up before him to receive a Montenegran decoration. Some one asked Butler afterward what his decoration meant. "Oh, that was given to me by the King of the Mountain Niggers."

To-night I was a guest at a dinner given by the Rumanians. General Galvanescu presided, Sandy MacNab, Jr. was on his right, I on his left, Dave Goodrich, Lt. Carroll who was in the 5th Pursuit Group of the 2d Army Air Service, Harries (son of the General), and several other Americans, Col. Soutzo, (a Rumanian prince, the one who fell at the first jump on Monday), Major Jacob the best rider here, and many others. The Rumanians are very cordial and very friendly to the Americans.

Mon. July 7th. Started demolishing the stables and breaking up to-day. This evening Richmond & I were the guests of the Italian Team at dinner.

Tue. July 8. Maj. Ubertalli, Maj. Caffarati of the Italian Team, and Major Jacob, the Rumanian, lunched with me at the Fort [Champigny]. The Belgian Team got away yesterday, the American horses to-day, and some of the officers.

Wed. July 9. Dined at Father's with the Janets this evening.

Sat. July 12. Left in a Cadillac at 7:30 arriving at the target range at Le Mans* just after noon. This is the ground on which Wilbur Wright flew in 1908. I rode into Le Mans (6 miles) and found Clara Bowen at her General Officers Club which she has been in charge of for the past 4 months, at 41 Ave. Leon Bollee. She took me to call on Mme Bollee but she was in Paris. Then we rode up on the hill to old Le Mans, left the machine and wandered thru the quaint little narrow crooked streets till we found No. 14 Rue de Vaux, and M. Herve, the painter. His house was built in the 16th century - his studio looks out over the Sarthe and its valley. He has a very good oil painting of Wilbur Wright which he did in 1908 when Wilbur was flying here.

*See map 1.

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I suggested buying Wilbur's portrait but he wanted 2000 francs more than I had with me!* Found Jack Keyes at the range when I got back.

Sun. July 13. Found Frank when I came to the apartment this A.M. Louise Kimball dined with us to-night after which we walked up the Champs-Elysees. The decorations were just having their finishing touches - the lights were partly on. At the Arc [de Triomphe] the crowd was already so great that mounted Garde Republicaines and dragoons were on duty - a large catafalque stood under it, with the watch fires burning in honor of the dead. A Caquot [captive balloon] rose from the Tuileries with a full moon behind it. People were already lined up as many as six deep on the sides of the Avenue, where they will spend the night so as to have places for the review at 8:30 to-morrow. The trees were full too, and it is chilly to-night.

Mon. July 14. Father & I were up at 6:30 and after much difficulty succeeded in making our way thru various barriers, and the crowds, to the other side of the Place de la Concorde, finally reaching the Hotel Elysee-Palace where we had tickets and found good view points in the windows on the 4th floor, with the Foreign Service Committee of the Aero Club of America, including Dr. & Mrs. Jones. Col. Hull is in charge of the building - the windows were filled with officers and their friends. At 8:40 with a combined band, and mounted Republicain Guard leading, Marshals Joffre and Foch rode down the Avenue, after passing under the Arc de Triomphe. The crowd went wild. Then came the Americans, Gen. Pershing leading and looking very pleased and happy. Behind him were perhaps 30 of our major-generals & brigadier generals, Frank Parker one of them. Conrad Babcock followed with a battalion of his composite regiment - none marched quite as well as they did. The colors of all our regiments were there. Marshal Haig led the British who looked very fine and impressive, particularly their naval band and troops. Then there were all nations - the Japs represented by officers only. The Czecho-Slavs looked well, as did the Servians - also the Italians. Last were the French, by Corps with their leading generals, Mangin, Gourot [Gouraud] the popular one-armed general, Gérard and dozens of others. One company represented each Corps, but with the colors of all the regiments. Then came the African troops, including the Arabs with their long flowing robes - all mounted of course. It took 2 hours to pass, President Poincaré and Clemenceau leaving the reviewing stand and riding by at the end of the review. There was never before and never will be again such a sight - so many different nations, so many great generals, so great an occasion.

Thurs. July 17. The Roumanians left to-day and this afternoon the last officers & men left the Fort de Champigny which I turned over to the French sergeant caretaker.

Sat. July 19. Phoned Van Vorhis at Brest to-day & he gave me a reservation on the Leviathan sailing July 30. No reservations for Capts. or

*Later, Lahm's father purchased the picture and presented it to the Smithsonian to be placed in a projected National Air Museum.

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Lts. who have to go steerage!! so Oldys & Graves are probably out of luck.

Fri. July 25. Last evening Father invited Louise [Kimball] & Miss Merckel (another Toul Red Crosser) for dinner & afterward I took the party to hear "La Fille de Mme Angot" at the Opera Comique, a very pretty little opera that was first sung about 1872. Graves, Oldys & Osler went thru a couple of days ago on their way to Brest after a very successful 10 days trip to London and up thru Scotland. These past few days have been devoted to visiting with Father, getting my "clearances" to sail etc. Yesterday we saw "Le Pantheon de la Guerre," a beautiful panorama near the Invalides, with over 6000 portraits of generals, rulers, diplomats of all nations who have been prominent in the war, except naturally the Boches. It gives a panoramic view of France showing the battle front from the Channel to the Alps; troops are arriving from all directions for the triumphal march past the Victory Temple on the steps of which are Joffre, Foch, Poincare, Clemenceau, Guynemer, Fonck and hundreds of others. Our forces are represented by Pershing, Harbord, Bliss, Bullard, Summerall, Bundy, Lejeune. It was painted in the early days, so the generals of our 1st & 2nd Divisions are prominent, the only ones they knew in those days.

Sat. July 26. Mr. Tronchet dined with us to-night. He is a gov't architect & decorated the Place de la Concorde for the Victory Review on the 14th. I asked him if he had seen the Pershing Stadium. He said he knew it well as he had made a report to the Gov't showing what work would be required to put it into safe and usable condition. The work had been hurried, so as to finish it for the games, consequently the structure was not considered strong enough for safety.

Mon. July 28. Took train from Invalides Station for Brest. Gen. Rhodes, Hawkins, Maj. Fornance, an infantry major & myself in one 1st Class compartment - not an extra seat on the train. No one slept much. We had several car loads of "gobs" on their way back from leave in Paris, well supplied with cognac, so having a merry time. When they discovered they could stop the train by pulling the alarm signal, they proceeded to do so regularly and often - especially if they saw a French girl along the road. Then they would proceed to give away their blankets, cigarets, money etc to the waiting Bretons who seemed perfectly accustomed to this procedure and were always waiting expectantly when we stopped.

Tue. July 29. Reached Brest at 2 P.M. instead of 8 A.M. thanks to the "gobs." Gen. Helmick in command. Ran out to Camp Ponta* afterwards, where they have had as many as 8000 men at one time, either coming from U.S. or waiting to embark. Van Vorhis in charge of Troop Movements - 26 U.S. ships waiting in harbor now ready to carry troops. The soldiers have been pretty nearly cleaned up, but there are some 2000 officers here waiting to be sent home. Ran on to Miss Walmsley at the "Y" hut. The permanent

*Camp Pontanezea.

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personnel that runs the Port of Brest & camps is 40000,* much more than the size of the whole Army when I joined it.

Wed. July 30. Discovered last night that I had no pillow or sheets on my bed, so went over to the hospital where they gave me a good bed in a room with Bob Foy. Was ready at 12:15 P.M. for bus to take us to the dock. From then till 6:15 P.M. it was mostly a case of standing in line, first for embarkation orders, next to get money changed, next a 2 hours wait on the launch before starting for the Leviathan, anchored out in the harbor. Here it was a line for stateroom ticket, line for dining room ticket and finally when we got to the table at 6:30 all were ready for a regular meal and could have enjoyed it to the full in the "Ritz" dining room, except for a sailor jazz band which worked during dinner. This is the former "Vaterland" and a fine big ship, easily the finest I have ever seen. The passengers (1st class) are practically all field officers and nurses, with just a few capts. & lieuts. (aides), some Red Cross & some Y.M.C.A. Gens. [John] Biddle, Lassiter, Dawes, McKinstry, Craig (field art'y); Eph. Graham [Peyton], Bob Foy, Waite [Wait] Johnson, Hawkins, C. E., Von Holtzendorf, Allen, Collins, John [Robert M.] Danford on his way to West Point to become commandant & dozens of others I know. I have a large stateroom with a Navy man (Swede evidently) who has been in command of a collier. We have a washroom and also a bath room, but no hot water, no steward, no service except a darky sailor who comes in to read your papers and make the bed.

Thurs. Aug. 7. We reached the dock in Hoboken yesterday morning. I was off at 7:40 and after passing thru "part" of the examinations etc. slipped off to the visitors room and found Gertrude & Dorothy [Lahm]. They had been up since 5:30 and had had a much more strenuous "landing" than I.

The crossing was highly uneventful, perfectly comfortable and entirely different, from any I had ever had. The Leviathan is so large, 600 ft. long, 30,000 tons, and the sea was so calm all the way, you hardly appreciated you were on the ocean. This was all the more true because the deck space was largely given over to the troops, very rightly so as we had a large smoking room on "A" deck, and lobbies on two other decks, and as they were cool & airy, you did not feel the desire to sit on deck as you ordinarily do. There were two dances from 2 to 4 and two from 8 to 10 P.M. every day, beside band concerts, moving pictures every evening. Capt. Durell of this ship is the husband of Mae Nicholson - he never appears except late at meal times. A reg't of infantry (Bolles, 39th), the 12th F.A., some 2d Division trains etc. a hospital unit, many nurses, some Red Crossers, Y.M.C.A.'s, and a dozen French brides make up the list. Found Eskridge on duty at Embarkation office. After many formalities, got off to the Pennsa. Hotel [New York]. Called at the Aero Club late yesterday afternoon - both Hawleys, Post & Woodhouse having a governor's meeting & invited me in. We took in the [Ziegfeld] Follies in the evening. Unable to locate my second steamer trunk, so we left this morning for Washington - Curry on the train, just

*Harbord, in The American Army in France, p 554, indicates that 15,000 is the correct number.

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landed on the Finland on the 6th. Hot Hot - and when we landed here at 4:40 P.M. it was hotter.

Fri. Aug. 8. Reported at Air Service Hdqts. this A.M. at 6th & B - one of the many large temporary office buildings put up for the war. Found everyone there - Mitchell, Whitehead, Milling, Pratt, Jones, B.Q., etc. Gen. Menoher was up before the Congressional investigating committee. This afternoon Pratt & I called at the [Army] War College on Jimmy Gowen & Malin Craig to get some idea as to what our status & work would be as "special students."* This detail is to keep me in Washington & orders were issued to-day assigning me here. We called on the Pegrams this evening.

Sat. Aug. 9. Gertrude & I slipped out to the ball game this afternoon and saw Walter Johnson beat the Chicago's in a one sided game. We stayed until the last half of the eighth inning and then just had time to catch the 6 o'clock train on the Pennsylvania.

Sun. Aug. 10. Mom, Aunty Nell, Will [William Weldon] & William were waiting for us at the [Mansfield, Ohio] station when we rolled in at 9:20 A.M.

*They would be "special students" at the college because they now reverted to their low permanent rank (Lahm going from Colonel to Captain), and the college normally was open only to officers of much higher rank.

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Alavoine, Mlle. Fr. singer---181.
Albert I. Prince of Monaco, 1889-1922; famous oceanographer; put private estate at Monte Carlo at disposal of US for use by convalescent soldiers, 1917-1919---170.
Albert, Prince. Second son of George V, King of England. Albert became King George VI in 1936---145, 146.
Albright, Owen S. Grad, USMA, 1905; Col, C.O., Fld Sig Batts, AEF, 1918; ret, 1942; active duty, Sig Off, 7th Svc Command, 1942-1944; ret., 1944---198.
Aldrich, Mildred. Author of several books on World War I---4.
Aleshire, Olan C. USMA, 1903; Lt Col, Air Svc, 1918 (non-flying); Chief Admin, Air Svc, Adv Sect, May 1918; C.O., 1st Air Depot, 1919; ret, 1938---76, 77, 141, 172, 179.
Alexander, Capt. Member, RAF---94.
Allen, Charles C. G-2, 33d Div, 1918; several times actg CofS, 33d Div, 1917-1918---81, 149.
Allen, Walter C. Yale and Towne Mfg Co., 1897-1932; Pres, Yale and Towne, 1915-1932; Maj, Lt Col, Air Svc, Oct 1917-Mar 1918, in Production and Maintenance Salvage, etc., mostly at Romorantin, in charge of Air Service Assembly, Salvage, and Repair, April 1918---205.
Alsace, Count D'. Owner of Chateau de Bourlimont near Neufchateau, Fr---120.
Alvord, Benjamin, Jr. Grad, USMA, 1882; Phil. Insur.; instr in French, USMA; CofS, Vera Cruz Exp, 1914; Col, 1917; Brig Gen, 1917; Adj Gen, GHQ AEF, Jun 1917-May 1918, when he was returned to States because of health; ret, 1924---17.
Amalfi, Capt. Member of Italian riding team at Interallied Games, 1919---201.
Anderson, Harry B. Capt, 1st Aero Sq, 1917-1918; Maj, C.O., 88th Obsn Sq, and Training Officer, I Corps Obsn Sch, Feb 1918; C.O., IV Corps Obsn Gp, Jul-Nov 1918; Air Svc, Third Army (Occupation), 1918-1919---55, 78, 83, 142, 167, 168.
Anderson, William S. (?) Lt, Fld Arty, Observer, 1st Balloon Co., Jan 1918-Feb 1919---106.
André, Capt. C.O., Fr. 53d Balloon Co.---37.
Andress, Miss Mary Vail. In charge of Toul Red Cross, 1917-1919; awarded Distinguished Service Medal and Croix de Guerre---179, 188, 191, 196.
Andrews, Miss Mary Emily (?) Red Cross worker at Bazoilles Hospital, near Toul---149.
Angell, Cyril M. Grad, MIT; 2d Lt, Air Svc, Aug 1917; 147th Aero (Pursuit) Sq, 1917; 1st Lt, 12th Aero (Obsn) Sq, 1918; killed in crash, 14 May 1918---76.
Angstrom, Lawrence C. Maj, C.O., 139th Aero (Pursuit) Sq, Nov 1917-Feb 1919---83.
Appleton, Charles L. (?) Capt, Aug 1917; Maj, Aug 1918; Secy of Gen Staff, GHQ AEF; Maj, ORC, March 1920---156.
Appleton, Francis R. Jr, (?) Maj, member Lahm's staff, Second Army Air Svc---173, 178.
Armengaud, Paul. Maj; member Fr. Air Svc and Fr. Gen Staff; Aeronautical Adviser to GHQ AEF; at Foch's Hq as liaison for the US Air Svc; during last months of war liaison and adviser to Billy Mitchell's Air Hq; Brig Gen, 1928; ret, 1936; active duty, 1939; Maj Gen, 1940---29, 38, 53, 54, 78, 90, 120, 121.

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Arnold, Henry H. Grad, USMA, 1907; learned to fly at Wright Bros. school, 1911; many significant early flights; Mackay Trophy, 1912 (and 1935); on duty in the states in WW I as a Maj and Col; numerous comd jobs, 1920-1938; Maj Gen, Chief of Air Corps, 1938-1941; C.G. of AAF, member Joint Chiefs and Combined Chiefs of Staff, 1941-1946; Gen of the Army, 1944; ret, 1946; author of several books on aviation; one of the great figures of US mil aviation---149, 149n.

Atkinson, Bert M. Grad, Sig Corps Flying School, 1916; Maj, C.O., 465th Aero Sq (Construction), 1917; C.O., 1st Pursuit Gp, Jan 1918; C.O., 1st Pursuit Wg, Sep 1918---50, 77, 86, 88, 106, 123, 144, 177.

Atterbury, William W. Grad, Yale, 1886; Vice Pres, Penn Railroad; Chief of Transportation, SOS, AEF (in charge of railroads and ports used by AEF), 1917-1918; Brig Gen, Oct 1917; discharged 1919; Pres., Penn. R.R., 1925---20, 33, 41.

Aultman, Dwight E. Grad, USMA, 1894; Sp-Amer War; Observer, Ger. Army, 1914-1915; Brig Gen, C.G., 51st and other Fld Arty Bdes, 1917-18; Ch of Arty, V Corps, 1918; Comdt, Fld Arty Sch, 1928-1929---39, 93, 156, 174, 177, 180.

Avery, Walter R. Grad, Tufts, 1914; pilot, 1 Aug 1917; Eng., 18 Aug 1917 for further tng; 1st Lt, May 1918; 148th Aero Sq, Sep 1918; shot down, 8 Oct 1918; escaped, Nov 1918. (Oddly, Walter L. Avery, 95th Aero Sq, was shot down and captured on 3 Oct 1918.)---148.

Ayres, William F. Lt, Aide to Gen Frank Coe, C.G., 30th Brigade (q.v.)---49.

Babbitt, Edwin B. Grad, USMA, 1884; Brig Gen, C.G., Fld Arty Bde, AEF, 1918; Maj Gen, 1923---123.

Babcock, Conrad S. Grad, USMA, 1898; Phil. Insur.; Saumur, 1912; Col, C.O., 353d Inf Regt, 364th Regt of 89th Div, 1918; C.O., Provisional Regt, 1919; ret as Col, 1937---16, 199, 200, 202, 203.

Babcock, Harold P. Lt, 51st Inf Bde; observer-instructor, 2d Balloon Co; Balloon School instr, Camp de Souge---47, 73.

Backus, David H. Lt, pursuit pilot, Air Svc, on duty with Fr. 16th Gp, 1917; 49th Aero Sq, Aug-Nov 1918---118.

Bacon, Robert H. Grad, Harvard, 1880; Banker; Asst Secy of State, 1905-1909; Secy of State, Jan-Mar 1909; Ambassador to Fr., 1909-1912; one of principal founders of Lafayette Escadrille; Maj, Col on Pershing's Staff, 1917-1918; Town Maj of Chaumont, 1917; Chief of Mission at Br. Hq, 1918; died 1919---33, 104.

Baer, Joseph A. Grad, USMA, 1900; China Relief Exp; Phil. Insur.; Moro Exp; IG, GHQ AEF, 1918; Mil Attaché, Vienna, 1929-1933; CofS, 3d Coast Arty, 1935-1939; CofS, 2d Coast Arty and 2d Svc Comd, 1939-1944; ret, 1948, as Brig Gen---118.

Bagby, Philip H. Commissioned 1903; Lt. Col., C.O., US Intell. Off. Sch, Langres, 1918; Instr., G-2 School, Command and Staff, Leavenworth, 1926---160.

Baker, Capt. AEF; in charge of U.S. Cemetery at Thiaucourt---191.

Baker, Hobart A. H. (Hobey). Famous Princeton football and hockey player; Lt, 94th Pursuit Sq, Mar-Apr 1918; 103d Pursuit Sq, Apr-Jul 1918; C.O., 141st Pursuit Sq, Jul 1918 to death in plane crash, 21 Dec 1918; shot down 3 enemy planes---142, 157, 157n, 182, 191.

Baker, Herman M. M.D., Univ of Louisville; Lt Col, Med Corps, AEF; Physician, Evansville, Ind, 1910-.---104.

Baker, Lt. RFC pilot, 1917---10.

Baker, Newton D. Mayor, Cleveland, 1912-1914, 1914-1916; Secy of War, 1916-1921; Court of Arbitration, Hague, 1928; died 1937---51, 53, 126, 132.

Baldwin, John E. A. Saumur, 1910; Maj, C.O., 55th RFC Sq, 1917; Col, Comdr, Br Bomber Wg, Azelot, 1918; Comdt, RAF College, Cranwell, 1936-1939; ret, 1939; active duty, 1939; Dep Air Comdr, India, 1942-1943; Comdr, 3d Tac AF, 1943-1944; ret, 1944, as Air Marshal---82, 94, 95, 99, 121.

Baldwin, Prof. American living in Paris---21.

Baldwin, Theodore A. Balloon and airship pilot; Lt Col, Asst Chief of Air Svc, Personnel, AEF, Dec 1917; Col, C.O., Orly Fld (Paris) Acceptance Park, 1918---78, 124, 172, 181.

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Barber, Alvin B. Grad, USMA, 1905; member, US Mission to Fr., 1917; Maj, Opns Sec and Asst G-1 GHQ AEF, 1917-1918; Col, G-1, SOS, Mar 1918; G-3, I Corps, Jul 1918; G-1,First Army, Aug-Oct 1918; resigned, 1920; official in U.S. Chamber of Commerce, 1923---17, 29, 41, 156.

Barker, John W. Grad, USMA, 1894; Sp-Amer War; Phil. Insur.; Moro Exp; C.O., 69th Inf Regt, 1917-1918; C.O., 165th Inf Regt., 1918; Brig Gen, 1918; ret, 1920, as Col---73.

Barnaby, Walter V. Lt., 1st Aero Sq.; killed in crash 22 May 1918---82n.

Barnes, Joseph F. ("Fauntleroy"). Grad, USMA, 1901; Adj Gen, II Corps, AEF, 1918; Col, Adj Gen, First Army, Aug 1918; ret as Col, 1937---105, 106, 118, 120, 121, 133.

Baxter, George R. (?) Lt, Air Svc; pilot, 49th Aero Sq, Aug-Dec 1918---81.

Beach, William D. Grad, USMA, 1879; Indian Wars; Sp-Amer War; Phil. Insur.; Brig Gen, 1917; C.G., 176th Inf. Bde, and 88th Div, 1917-1918; ret as Col, 1920; Brig Gen, ret, 1927---161.

Beatson, Maj. RAF; Asst to Gen Hogg (q.v.), Br. Air Hq, Cologne---167.

Beaumont, Louis D. US member of FAI in Fr., Aero Club of America---189.

Beebe, Royden E. Grad, Univ of Vermont, 1900; 2d Lt, US Army, 1901; Col, CofS, 82d Div; Brig Gen, 1942; C.G., Ft Jackson, 1941-1943---94.

Beezley, Orva A. Lt, 1917; Maj, 1918; member Pershing's party which reached France, June 1917; 1st Army Q.M. Corps---123.

Belgians, King of (Albert I). Ruled, 1909-1934; noted for his stout patriotism and devotion to duty during WW I---202.

Bell, George, Jr. Grad, USMA, 1880; Sp-Amer War; Phil. Insur.; Col, 1913; Maj Gen, C.G., 33d Div, AEF, Aug 1917-1918; ret, 1922---152.

Bell, James Franklin ("Frankie"). Grad, USMA, 1902; Col, Engr, 1917; Maj Gen, C.G., 77th Inf Div, Aug 1917-May 1918; Engr Commission, District of Columbia, 1923-1927; ret, 1930; officer, New York World's Fair, 1935-36, Golden Gate Exposition, 1936-39---81.

Bellinger, P.N.L. Comdr (USN); comdr, NC-1 plane which flew from Newfoundland to near the Azores, 1919; Rear Adm, 1941---189.

Benet, Mrs. Laurence. Social leader in the Amer Colony in Paris. Wife of Laurence V. Benet who graduated Yale, 1884; engr with Hotchkiss in Paris since 1885; Sp-Amer War; member, Advisory Committee Purchasing Bd, AEF, 1917-1918---200.

Bénézit, Capt. C.O., Fr. VI Army Aviation, 1916-1917; Liaison Off (Balloons) to US, 1917-1918---189.

Bérard, Maurice. 2d Lt, 1916; 1st Lt, 1917; Capt, 1918; Fr. Balloon Svc; liaison with US Air Svc, Tours, 1918---23, 31, 42, 51, 55, 60, 90, 122.

Berget and Levrault. Printers, Nancy, Fr.; produced the Second Army Air Service Book, 1919---188, 190.

Berry, Walter Van R. Grad, Harvard, 1881; lawyer; Pres, Amer Chamber of Commerce, Paris, 1916-1923---201.

Besançon, Georges. For many years Secy of Aero Club of Fr.; editor of Aerophile---17, 181, 189.

Bessell, William W. Adj, 2d Div, 1918---62.

Beval, Capt. RAF; member Trenchard's Hq---103.

Biddle, Charles J. Grad, Princeton, 1911; Harvard, 1914; lawyer; Maj, C.O. 4th Pursuit Gp, Oct, 1918; shot down 7 enemy planes; author of The Way of the Eagle---143.

Biddle, David H. With Lahm in 6th Cav, Phil., 1901-1902; Col, US Liaison Off with Second Br Army, 1918-19---167.

Biddle, John. Grad, USMA, 1881; Puerto Rican Exp; Supt, USMA 1916-1917; Maj Gen, Actg CofS, US Army, 1917; SOS, London, and Comdr Amer Forces in Eng., 1918-1919; ret, as BG 1920; MG ret 1930---18, 151, 205.

Biddle, William S., Jr. Grad, USMA, 1885; Indian Wars; Sp-Amer War; Phil. Insur.; Mil Attaché, Berlin, 1902-1906; resigned, 1907; active duty, 1917-1919, as Maj in Adj Gen Dept, 7th Div, GHQ AEF, and Adj Gen Off---160.

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Billings, Sherrard. Grad, Harvard, 1880; Episcopal minister; Senior Master, Groton School, Mass, 1884-1933; Red Cross Chaplain, AEF, Jan 1918-Feb 1919---177.

Birnie, Upton, Jr. Grad, USMA, 1900; Gen Staff, GHQ AEF, 1917-1918; Instr, Army War College, 1921-1925; War Dept Gen Staff, 1927-1931; Maj Gen, Chief, Fld Arty, US Army, 1934-1938; ret, 1938---20, 30.

Bissell, Clayton L. 1st Lt, Aviation Sect, Jan 1918; 41st and 148th Pursuit Sqs, 1918; shot down 5 enemy aircraft; US forces in Ger. 1918-1919; War Dept Gen Staff, 1939-1942; C.G., AAF in China-Burma-India, 1942; C.G., 10th AF, 1942-1943; AC/AS Intel, Hq AAF and War Dept Gen Staff, 1944-1946; Hq USAFE, 1948-1950; ret, 1950 as Maj Gen---173, 185.

Bissell, Paul H. 2d Lt; Staff, Second Army Air Service---183n.

Bjornstadt, Alfred W. Univ of Minnesota, 1893-1896; 1st Lt, Inf, 1898; Phil. Insur.; Army Staff College, 1915-1916; Lt Col, CofS, 30th Inf Div, 1917; Dir, AEF Staff College, Langres, 1917-1918; Col, CofS, III Corps, 1918; Brig Gen, 1918; C.G., 13th Inf Bde, Oct 1918-Apr 1919; Asst Comdt, Inf School, Ft Benning, 1923-1925; ret, 1928---155.

Black, Hanson B. Col, Chief Sig Off, Second Army, 1918---156.

Black, John. Close friend of Lahm's from Mansfield, Ohio; Instr, Arty Sch, Valdahon, Fr., 1917; detailed from Arty as Air Svc observer---21, 34, 47, 55.

Blackbellair, Gen. Fr. Army; well-known horseman---199, 200, 201.

Blake, Joseph A. M.D., Columbia, 1899; Prof, Columbia College of Physicians and Surgeons, 1903-1913; Chief of Medicine, Amer Hosp, Risorangis, Fr., 1915-1917; Amer Red Cross Hosp, Paris, 1917-1918; Col, US Med Corps, Nov 1918---31.

Blanchet, Georges. Fr. balloon pilot since 1894; member Aero Club of Fr., 1900; several times won the Grand Prix des Balloons of the Fr. Aero Club; airplane pilot, 1910. (Lahm made several balloon flights with Blanchet before WW I.)---28.

Bland, W. W. Kansas City lawyer; Maj, 354th Inf Regt; killed 12 Sep 1918---191.

Bleckley, Erwin R. 2d Lt, 130th Fld Arty, assigned to 50th Aero Sq, Air Svc, as observer; killed in action, 6 Oct 1918; Medal of Honor---140n.

Bliss, Tasker H. Grad, USMA, 1875; Lt Col, US Volunteers, 1898-1899; Brig Gen, 1902; Maj Gen, 1915; Gen, CofS, US Army, 1916-1918; Amer Mil Rep, Supreme War Council, 1917-1919; Paris Peace Conf, 1918-1919; Gen, ret, 1930---1, 153, 204.

Blodgett, Richard A. Williams College; truck driver, Fr. Army, 1917; Lt, Air Svc, AEF, Dec 1917; pilot, 95th Pursuit Sq; crashed and killed, 17 May 1918, but whether as a result of enemy action has never been definitely established---80.

Blondlat, E. J. C.G., 2d Fr. Colonial Army Corps---141.

Boal, Pierre. Lafayette Escadrille, May 1916-Feb 1917; Capt, Tng Div, Air Svc, Wash, DC, Mar-Oct 1917; Air Svc, AEF, Oct 1917; 400th Aero Sq, Jan-May 1918; OIC of US pilots assigned to Fr. sqs, Jun 1918; US Foreign Service after WW I---18.

Boettcher, Arthur. 1st Lt, Sig Corps, 1917; Balloon Sch, Apr 1917; Capt, C.O., 3d Balloon Sq, Nov 1917; Maj, 1918---75.

Bois, Maj. C.O., Fr. 2d Reserve Supply Depot---18.

Boisanger, de. Lt Col. Senior off, Fr. Mission to AEF---151, 152, 153, 163, 164.

Boisrouvrain [probably Boisrouvray]. With Lahm at Saumur, 1906; Fr. Air Svc, WW I---30.

Bollée, Mme Leon. Widow of Leon Bollée, an auto manufacturer of Le Mans, Fr., who assisted Wilbur Wright and flew with him when he introduced the Wright plane in Fr., 1908---202.

Bolles, Frank C. Grad, USMA, 1896; Phil. Insur.; Moro Exp; Col, C.O., 39th Inf Regt, AEF, 1918; Maj Gen, 1931; ret, 1936---205.

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Bolling, Raynal C. Grad, Harvard, 1900; Harvard Law School, 1902; organized first Nat Guard Aero Co. (of N.Y.), 1915; Europe (Maj), Jun 1917, as head of Bolling Commission to find out in Eng., Fr., and Italy, how US air effort could best be coordinated with Allies; Col August 1917, and Chief, Zone of Interior, Air Svc, AEF; head of Air Svc LofC, Sep 1917; Ch. Joint Army-Navy Aircraft Committee, Dec 1917; killed, Mar 1918---16, 17n, 22, 23, 61, 61n.

Bonaparte, Prince Roland. Scientist; Pres of Fr. Geographical Society; writer; balloonist; one of founders of Aero Club of Fr. and of FAI; Honorary Pres, Aero Club of Fr., 1924---189.

Bonnalie, Alan F. Pilot, 1911; Lt., Air Svc, AEF; attached to 211 RAF Sq; after WW I, US Navy Reserve; ret as Rear Adm; United Air Lines, 1938 (an account of an outstanding combat performance by Bonnalie appears on p 332 of Sweetser, The American Air Service)---173.

Bonnell, Geoffrey. Amer with the Br. Army, 1914; RFC, 1916; credited with shooting down Boelcke, a famous early Ger. "Ace" (but it is almost certain that Boelcke crashed because his plane was damaged in a collision with his teammate Erwin Boehme while in a fight with Bonnell); transferred, 1917, to US Air Service; Maj, C.O., 17th Aero Sq, Kelly Fld, Tex, 1917; C.O., 147th Aero (later Pursuit) Sq, Jan-Jul 1918; C.O., 17th Aero Sq, Oct-Dec 1918---75, 76, 78, 78n, 79, 85.

Boret, Paul. Comdt, Fr. III Army Aviation, 1916-1918; C.O., 2d Air Regt, 1924---22.

Boucher, Cmdt. Fr. Air Hq---37.

Bourget, Maj. Fr. Air Svc---35.

Bovill, C. Maj, C.O., Br No 1 Kite Balloon Sq, 1916; Col, 1917---7, 8, 9.

Bowditch, Edward ("Pete"). Aide to Gen Forbes in the Phil., 1904; Maj, 301st Inf, 1917; Gen Staff, GHQ AEF, Dec 1917; Col, Aide to Pershing, 1918---23, 30.

Bowen, Clara. Close friend of the Lahm family; from Canton, Ohio; long a resident of Paris; ran Interallied Gen Off Club at Le Mans, 1919---202.

Bowen, Thomas S. Grad, USMA, 1909; Moro Exp; pilot, 1914; on Army's first cross-country flight, 1915; Pershing Pun Exp, 1916; C.O., 3d Aero Sq, 1916; C.O., 33d Aero Sq, Aug-Sep 1917; C.O., 1st Aviation Instr Ctr, Paris, late 1917-Feb 1918 (Maj); C.O., 17th Aero Sq, May 1918; C.O., 1st Day Bombardment Gp, Oct 1918; Lt Col, Nov 1918; First Army Air Svc, 1918; ret for disability, 1920---2, 5, 149, 156.

Bower, Burneth O. 1st Lt, 1st Aero Sq, Jan-Apr 1918---62.

Bowley, Albert J. Grad, USMA, 1897; Sp-Amer War; Phil. Insur.; Mil Attaché to China, 1912-1914; C.G., 17th Arty Regt, 1917-Jun 1918; Brig Gen, C.G., 2d Fld Arty Bde, Jun 1918; Chief of Arty, VI Corps, Nov 1918; Lt Gen, 1939; ret, 1939 as Maj Gen---47, 121, 151.

Boyau, Jean-Paul. Before WW I a famous Fr. athlete, especially noted as a rugby player; pilot 1916; member 77th Sq; first air victory, Mar 1917; shot down 35 planes and balloons; killed in action, Sep 1918---128.

Boyrévin. Billy Mitchell's personal Aide; Sgt in Fr. Army; brother of Capt. Jacques Boyrevin, a leading Fr. aviation off---38, 87, 107.

Brabson, Fay W. Lt Col, CofS, 88th Div, Nov 1918-Jun 1919---161.

Bradley, Alfred E. Grad, Jefferson Med. Coll, 1887; Med Corps, 1888; Col, 1916; Brig Gen and Chief Surgeon, AEF, Jun 1917-May 1918 (when he was invalided back to US); ret as Col---17.

Brancker, William Sefton. Pilot, 1913; Maj, 1914, RFC; staff positions, Directorate of Mil Aeronautics, Br. War Off, 1913-1917; Comdr, 3d Wg, RFC, Fr., 1915; War Off, 1917; C.O., RFC Middle East, 1917; Air Council, Eng., 1917-1918; Br Aviation Mission to US, 1918; Director of Civil Aviation, 1922; Gen during WW I, later knighted; killed in crash of rigid airship R-101, 5 Oct 1930---7.

Brashear. Construction off, AEF---35.

Bream, Helen Nicholson. Daughter of William J. Nicholson (q.v.)---18.

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Breckenridge, Henry. Grad, Princeton, 1907; Harvard, 1910; lawyer; Asst Secy of War, 1913-1916; Maj, Lt Col, AEF, 1917-1919; Pres Navy League, 1919-1921; Pres, Amer Bar Assoc---123.
Brent, Charles H. Born Canada; AB and AM, Univ of Trinity College, Toronto; Bishop of Phil. Islands, 1901-1918; Bishop of Western NY, 1918; Chief of Chaplains, GHQ AEF, 1918-1919; Bishop in charge of Amer Prot Epis Churches in Eur., 1926-1928---157.
Brereton, Lewis H. Grad, USNA, 1911; grad, Sig Corps Aviation School, 1913; C.O., 12th Aero Sq, Mar-Jun 1918; Lt Col, Chief, I Corps, Air Svc, Oct-Nov 1918; CofS, Amer Aviation Force, Ger., 1918-1919; Air Attaché, Fr., 1919-1922; C.G., 3d AF, 1941; C.G., Far East AF, 10th AF, 1941-1942; C.G., 9th AF, 1942-1944; C.G., 1st Allied Airborne Army, 1944-1945; ret, 1948 as Lt Gen---118, 123, 147.
Breton, Lt Col. C.O., Fr. 74th Inf---50, 51.
Brewer, Griffith. Early Br. aviator; piloted a balloon in the Gordon Bennett International Race, 1906; close friend of Wright Brothers, and first Englishman trained by them (first Englishman to fly a plane); Lahm visited Brewer in 1907, and was with him and Mrs. Brewer at the home of the Wrights, Dayton, Ohio, in 1911---7, 8, 9.
Brewer, Mrs. Griffith. Wife of Griffith Brewer (q.v.)---8.
Brewster, Alden F. Grad, USMA, 1901; Vera Cruz Exp; Asst Chief of Arty, AEF; Col, Deputy CofS, G-4, Fld Arty, Hq SOS, 1918; Col, 76th Fld Arty, 1936---47.
Bricker, Edwin D. Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Col, Chief Purchasing Off, Ordnance, AEF; Brig Gen, Asst Chief of Ordnance 1930-1934; ret, 1939 as Col; active duty, 1940-1943 as Brig Gen---75.
Bridges, Charles H. ("Duke"). Grad, USMA, 1897; Sp-Amer War; Phil. Insur.; Col, G-1, 2d Div and VI Corps, 1918; Maj Gen and The Adj Gen, 1928-1933; ret, Maj Gen, 1933---60, 142, 166.
Brown, Harry M. C.O., 12th Obsn Sq, Jan-Mar 1918; Maj and C.O., 96th Bomb Sq, Apr-Jul 1918; POW, Jul 1918---89n, 96, 96n, 154.
Brown, Miss. US telephone operator, Toul---171, 185.
Brown, Preston. Grad, Yale, 1892; 2d Lt, 1897; Lt Col, 1917; Col, CofS, 2d Div, Apr-Sep 1918; Brig Gen, Aug 1918; C.G., 3d Div, Oct 1918; Army of Occupation, 1918-1919; Actg Comdt, Army War College, 1919-1921; Dep CofS, US Army, 1930; C.G., Panama Canal Dept, 1930, Maj Gen; C.G., VI Corps Area, 1933-34---60, 62.
Brown, William C. (?) Col, Cav, AEF---41.
Browne, Beverly. Grad, USMA, 1901; Brig Gen and C.G., I Corps Arty, 1918; C.G., 166 Fld Arty Bde, Oct 1918-Apr 1919; ret, 1928; Brig Gen, ret, 1930; (he and Lahm attended 60th reunion of Class of 1901, USMA, in 1961)---30, 47.
Brun, M. Sub-Prefect of the district which included Toul and Nancy---97.
Bryan, George H. Lt, 91st Aero Sq, Feb-Jul 1918; Hq Second Army Air Svc, 1918-1919; 47th Aero Sq, 1919---96, 97, 99, 143, 173, 185, 192.
Bryan, John C. Grad, Loyola Univ, 1909; US Rev Svc and Coast Guard, 1912-1917; 1st Lt, Aviation Sect, Sig Corps, Nov 1917; with Fr. 56th Balloon Co, Dec 1917-Feb 1918; US Balloon School, Camp de Souge, May 1918; US 6th and 7th Balloon Cos, May 1918; C.O., 14th Balloon Co, Sep 1918---37, 43, 184.
Bryant, Dan J. Lt, 5th Pursuit Gp, 1918-1919; 638th Aero Sq, 1919---174, 175, 176.
Buck, Beaumont B. Grad, USMA, 1886; Col, C.O., 28th Inf Regt, 1917; Brig Gen, C.G., 2d Inf Bde, Sep 1917; Maj Gen, 1918; C.G., 3d Div, Aug-Oct 1918; C.G., 34th Div, Oct-Nov 1918; ret, 1924---53, 123.
Bugge, Jens. Grad, USMA, 1895; Phil. Insur.; ret, disability, 1916; active duty (as Maj), 1916; Staff Off, GHQ AEF, 1918; Lt Col, G-1, Hq First Army, Jul 1918; Col and Comdt of Cadets, USMA, 1918-1919---39, 103, 105, 118.
Bullard, Robert L. Grad, USMA, 1885; Phil. Insur.; Maj Gen and C.G., 1st Div (Dec 1917), III Corps (Jul 1918), Second Army (Oct 1918) with Lahm as his Chief of Air Svc; Lt Gen, Nov 1918; C.G., Eastern Dept, US Army, 1919-1925; ret, 1925; Pres, Nat Security League, 1925---39, 40, 53, 130, 141, 147, 151, 153, 155, 156, 160, 163, 174, 175, 177, 179, 180, 181, 204.

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Bundy, Omar. Grad, USMA, 1883; Sp-Amer War; Phil. Insur.; Moro Exp; Brig Gen, C.G., 1st Inf Bde, Jun 1917; Maj Gen, C.G., 2d Div (Nov 1917), 42d Div (Jul 1918), VI Corps (Aug 1918), VII Corps (Sep 1918); ret, 1925---55, 60, 73, 204.
Bunker, Charles W. O. Grad, Cornell Med College, 1905; US Navy, 1918, as Asst Surgeon; Rear Adm, Comdt, Navy Med School, Wash, DC, and Naval Med Ctr, Bethesda, Md, 1942---118.
Bunker, Paul D. Grad, USMA, 1903; Col, Fld Arty, 1918; C.O., 59th Coast Arty, Corregidor, 1942; died, Japanese Prison Camp, 1943---171.
Burkhead, C. H. Capt; Radio Off, Hq Second Army Air Svc---143, 166.
Burnam, Curtis F. Grad, Johns Hopkins, M.D., 1900; Gynecologist, Johns Hopkins, 1900-1912; Surgeon,Howard A. Kelly Hospital, Baltimore, Md, 1912-.---197, 197n, 198.
Burnett, Charles. Grad, USMA, 1901; Phil. Insur.; Gen Staff, 30th Div, 1918; Mil Attaché, Tokyo, 1919-1924, 1925-1929; Brig Gen, Chief, Bureau of Insular Affairs, 1937-1939---73.
Burnham, William P. Lt Col, Volunteers, Sp-Amer War; Phil. Insur; War Dept Gen Staff, 1907-1911; Col, C.O., 56th Inf, 1917; Brig Gen, C.G., 164th Inf Bde, 1917; Maj Gen, C.G., 82d Div, Mar-Oct 1918; Inter-Allied Mil Commission to Greece, 1918-1919; ret as Brig Gen, 1924---94, 95, 97.
Burr, Edward. Grad, USMA, 1882; Sp-Amer War; Brig Gen, 1917; C.G., 62d Fld Arty Bde, 1918; ret, 1923---151.
Burr, William E. (?) Maj, 2d Fld Arty Bde, 1918---121.
Burtt, Wilson B. ("Rusty"). Grad, USMA, 1899; Phil. Insur.; Pershing Pun Exp; Asst Chief of Air Svc, Policy, AEF, 1917; Chief of Air Svc at GHQ AEF, Jun 1918, CofS, V Corps, Sep 1918; Brig Gen, 1918; ret, 1938---30, 62, 79, 86, 123, 140, 158, 168.
Butler, Sol. Amer Negro athlete, member AEF---200, 202.
Butler, Timothy J. Grad, Univ of South Med Dept, 1909; Maj, Med Corps, AEF---128.
Butler, William O. Grad, USMA, 1917; Capt, C.O., Balloon Co. "B," Mar-Jun 1918; Air Svc, 1920; grad from numerous Mil schools, including Air Corps Tac School (1932); Gen Staff Corps, 1940-1941; C.G., 11th AF, 1942-1943; Deputy CINC, Allied Exp AF, 1943-1944; C.G., Eastern Flying Tng Comd and 6th AF, 1944-1946; ret, 1946, as Maj Gen---44, 46, 76.
Buxton, G. Edward. Grad, Harvard, 1906; lawyer, 1907; War Corres, 1914-15; Maj, Lt Col, C.O., Inf Batt, AEF; cotton mfg, 1920-; V-P, Cotton Textile Inst, 1933-34---101.
Caffarati, Maj. Capt of Italian Riding Team, Interallied Games, 1919---202.
Caillot, Capt. C.O., Fr. II CAC Gp, attached to Lahm's Second Army Air Svc, Oct 1918---143.
Callan, Robert E. Grad, USMA, 1896; Puerto Rican Exp; Instr, USMA, 1899-1903; Brig Gen, 1918; CofS, Army Arty, First Army, and C.G., 33d Arty Bde, 1918; Comdt, Coast Arty Corps School, 1924-1929; Maj Gen, 1931; Asst CofS, War Dept, 1931-1935; ret, 1936---168.
Cameron, George H. Grad, USMA, 1883; Phil. Insur.; C.G., 80th Inf Bde, Aug-Dec 1917; Maj Gen and C.G., 4th Div, Dec 1917-Aug 1918; C.G., V Corps, Aug-Oct 1918; Comdr, Cav School, 1919-1921; ret, 1924---123, 140.
Campbell, Douglas. Grad, Harvard; Lt, Capt, 94th Pursuit Sq; second US trained pilot to shoot down an enemy plane (14 Apr 1918); first Air Service "Ace" (such "Aces" as Lufbery are not considered US "Aces" as they won their victories while a member of a foreign unit); shot down 6 enemy planes; immediately after his 6th victory was seriously wounded on 6 June 1918 and never fought again (much information on Campbell's exploits is in Rickenbacker's Fighting the Flying Circus); with Pan-Amer Airways---59, 60, 60n, 84, 88.
Campbell, George F. (?) Capt, US Infantry, killed 4 Oct 1918---135.
Campbell, Thomas W. Maj, 1st Air Depot---165, 179.
Campbell-Wood, G. F. Fr. citizen (of Eng. parents) who had lived in the US for many years; Secy, Aero Club of Amer, 1910-1911; in Fr. Ambulance Svc, WWI---31, 189.

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Capp, Maj. Staff of Gen Atterbury (q.v.)---41.
Caquot, Albert. Capt; Fr. inventor of the Caquot Balloon, a type of captive obsn balloon widely used during and after WW I; Dir of Tech Sect of Mil Aviation in charge of aircraft production, 1917-1918; Fr. Ministry of the Air, 1928-1934; Pres Nat Society of Aviation, 1937; Dir of Tech and Industrial Svcs, 1939---8n, 18.
Carlisle, Paul D. Lt Col, 19th Fld Arty---166, 174.
Carr, Irving J. Lt, 1898; Phil. Is; Vera Cruz Pun. Exp. 1914; Sig Off, 2d Div; Lt Col, 1918; Col, 1920, Maj Gen, 1931; Dir, Army Indus. Coll, 1926-30; Ch Sig Off, 1931-34; ret, 1934---62.
Carr, McKinley (?) 1st Lt, Signal Corps, May 1918; Tech Sect, Air Svc, Paris; 2d Avn Instruction Ctr, Sep 1918; Univ of Lyons, March 1919---82, 173.
Carroll, Philip A. Grad, Harvard Law Sch, 1905; commissioned, May 1917; C.O., 26th Aero Sq, Jun 1917; Capt, Off, Chief of Air Svc, Sep 1917; SOS, Jun 1918; Lt Col, Asst Chief of Tng, SOS, Nov 1918; attorney after WW I---16.
Carroll, Thomas. 1st Lt; 1st Pursuit Gp, 1918; 147th Aero Sq, 1918; 5th Pursuit Gp, Second Army Air Svc, 1919---202.
Carson, Clifford C. Grad, USMA, 1900; C.O., Arty Tng Ctr, AEF; ret, Col, 1922---118.
Carter, Edward C. Grad, Harvard, 1900; Nat Gen Secy of YMCA, India; with Br. and Fr. YMCAs, 1916-1917; head of US YMCA, Eng., May 1917, and Fr., May 1917-1919---199.
Carter, Henry. Ambulance Svc, Fr. and Balkans; Fr. Air Svc; Lt, Fld Arty; assigned to 354th Aero Sq, Dec 1918; C.O., Hq Det, Second Army Air Svc, 1919---143, 159, 160, 165, 174, 177, 182.
Casgrain, Wilfred V. 1st Lt; pilot, 95th Pursuit Sq, Feb-May 1918 (the story of his last fight and capture is in Rickenbacker's Fighting the Flying Circus, pp 117-119)---91, 91n.
Castelnau, Edouard de. C.G., Fr. Second Army, 1914; C.G., Gp of Armies, 1915-1918; after the war member Chamber of Deputies, member of Institute of Fr. (His three sons were killed in action in WW I)---78.
Castleman, James P. (?) Maj; QM off, Hq GHQ AEF---17.
Chaffee, Adna R. Jr. Grad, USMA, 1906; Saumur Cav School, 1911-1912; Gen Staff, Div and G-3, III Corps, 1918-1919; Col, 1918; Brig Gen and C.G., Mechanized Bde, 1938; Maj Gen, 1940; (his father, Adna R. Chaffee, Sr., commanded the US troops in the China Relief Exp, 1900)---123, 183.
Chamberlain, Harry. Third Army, 1919; member, US Riding Team, 1919---197, 200.
Chamberlaine, William. Grad, USMA, 1892; Col, AEF, 1917; Brig Gen, C.G., Railroad Arty Reserve, 1918; 2d Div Arty, 1918; ret, 1922---36.
Chambers, John S. QM Off, GHQ AEF; Maj, 1917---17.
Chambers, Reed M. Nat Guard, 1916; Sig Corps Aviation Sect, 1917; Capt, 94th Pursuit Sq, Mar-Nov 1918, C.O., Dec 1918; destroyed 7 enemy aircraft (there is much about him in Rickenbacker's Fighting the Flying Circus); resigned, 1920, as Maj and C.O., 1st Pursuit Gp; Fla Airways, 1926; US Aviation Underwriters---185.
Chambrun, Count Adelbert de. Brother-in-law of Nicholas Longworth (one-time Speaker US House of Representatives); Attaché with Fr. Embassy in US; attached to GHQ AEF, and Aide to Gen Pershing, as Col, Jun 1917-Nov 1918; Brig Gen after WW I---17, 18.
Chance, Perry. Native of Canton, Ohio; dentist in Fr. for many years; worked on Lahm's teeth in 1899 when Lahm was in Paris on furlough from USMA---170.

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Chandler, Charles deF. One of the great figures in early US mil aviation. Head of Aviation Div in Off of Chief Sig Off, 1907; Dirigible License, 1909; Airplane License, 1911; C.O., Sig Corps Flying School, 1913; Col, Chief, Lighter-Than-Air Div, Off Chief Sig Off, 1917; arrived in Fr. with Gen Foulois, Nov 1917, and put in charge of Balloon Sect, Air Svc; Asst Chief of Air Svc, Balloons, Dec 1917; head of Balloon, Information, Radio, and Photographic Sect, Air Svc, Apr 1918; ret, 1920; Aeronautical Editor, Ronald Press, 1925-; co-author with Lahm of How Our Army Grew Wings (1943), one of earliest and best books on mil aviation in US---1, 10, 23, 28n, 29, 29n, 30, 31, 32, 34, 35, 36, 36n, 38, 41, 42, 43, 51, 75, 90, 91, 120.

Chapin, Frank K. 2d Lt, Cav, 1907; Maj, 1917; C.O. 1st Fld Bn, Signal Corps, 1918---173.

Chapman, Carleton G. Grad, USMA, 1909; Lahm taught him to fly (Phil., 1913); Lt, 1st Aero Sq, 1915; Pershing Pun Exp; Capt, Air Observer, London, 1916-1917; Off of Aviation Off, Jun 1917; Chief Disbursing Off, Air Svc, AEF, 1917-1918; Air Svc, First Army, 1918; ret, 1922; active duty, 1940-1946, with IG, War Dept---18, 23, 43, 45, 45n, 104.

Chapman, Charles W. Jr. Lafayette Flying Corps, 1917; Lt, US 94th Pursuit Sq, Mar 1918; killed in action, 3 May 1918---73, 76n, 77, 77n.

Charlotte. Grand Duchess of Luxembourg, 1919-1964, succeeding her sister Marie (q.v.); married (1919) Prince Felix of Bourbon-Parma---166.

Charlton, L.E.O. RAF; combat in Fr., 1914, as Wg C.O.; Gen Staff duties in Directorate of Air Orgn, London, 1916; Director of Air Orgn, London, Feb-Oct 1917; Gen 1917; C.G., V Bde, Fr., 1917-1918; Br. Embassy in Washington, 1919-1922; author---7.

Chew, Oswald. Grad, Harvard, 1903; lawyer, trustee, author and editor; Commission for Relief in Bel., 1916; ambulance driver, France, 1916-17; interpreter GHQ AEF, 1917; Lt., Liaison Service, 1918---23.

Christie, Arthur R. Lt, Sig Corps Av School, 1914; Maj, 497th Aero Sq, 1917; C.O., 99th Obsn Sq, Mar 1918; Lt Col, C.O., V Corps Air Svc Obsn Gp, Aug-Oct 1918; Ch., Air Service, Fifth Army Corps, 1918; C.O., Mitchel Fld, 1920-21; resigned, 1922; with United Aircraft Corp---75.

Christine, Frederick F. 1st Lt., Av. Section, SORC, 1917; Capt, 1918; Col, Air Corps, 1941---186n.

Chritzman, George M. 1st Lt, 135th Obsn Sq, Aug 1918-Feb 1919---154.

Churchill, Marlborough. Commissioned, 1901; Editor, Fld Arty Journal, 1914-1916; Mil observer, Fr., 1916-1917; Maj, Exec Off, US Mil Mission to Fr., Apr-Jun 1917; Gen Staff, GHQ AEF, Aug 1917-Jan 1918; Actg C of S, Arty, First Army, AEF, Jan-May 1918; Col, 1918; Brig Gen, G-2, Gen Staff, US Army, 1918; discharged, 1920---17, 23, 47, 80.

Churchill, Winston. Br. soldier, author, politician, statesman; Prime Minister, 1940-45---173n.

Clark, Birge M. 1st Lt, Sep 1917; C.O., Co. C, 2d Balloon Sq, Oct 1917-1918; C.O., 3d Balloon Co, Jun 1918-Feb 1919; Capt, 1918; Army of Occupation to Feb 1919---35, 37, 74, 81, 97.

Clemenceau, Georges. Newspaper corres in US, 1865-1868; Fr. Nat Assembly, 1871-1893; newspaper editor and owner; Fr. Senate, 1902-1906; Premier of Fr., 1906-1909, 1917-1920; one of the "Big Four" at Versailles Peace Conf---46, 128, 203, 204.

Cleveland, L. B. Lt, Eng. Res Corps; Dirigible Comm to Fr., 1918---76.

Coe, Frank W. Grad, USMA, 1892; one of Lahm's instructors at USMA; Arty Res Comdr, First Army, AEF, 1917; C.G., 30th Brig; Ch, RR Arty, 1918; Maj Gen, Ch Coast Arty Corps, 1918-1926; ret, 1926---36, 43, 49.

Colbert, Kenneth. Lt, Marines; observer with 1st Aero Sq; killed in crash 22 May 1918---82n.

Coleman, Wallace A. 1st Lt, 135th Obsn Sq, Jul-Nov 1918---145.

Collier, R. H. Lt Col, C.O., Br No 1 Aircraft Depot, Fr., 1917---10, 15.

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Collins, Edgar T. ("Windy"). Grad, USMA, 1897; Phil. Insur. (where he and Lahm were associated); Lt Col, 1917; Col, 1918; CofS, VI Corps, AEF, 1918; Brig Gen, 1924; Comdt, Inf School, 1926-1929 (while Lahm was student); Maj Gen, 1932; died, 1933---142, 166, 205.

Collins, Phelps. Lafayette Flying Corps, Sep 1917-Jan 1918; Capt, Air Svc, Jan 1918; 103d Pursuit Sq, Feb-Mar 1918; killed in action, 12 Mar 1918---51.

Conger, Arthur L. Capt, Maj, 1917; Intell. Section, GHQ AEF, 1917, 1918; Col, Staff of 2d Div, 1918---17.

Connell, Robert D. 1st Lt, "C" Co. Balloon; 1st Balloon Co., Feb-Jul 1918; died in Fr., 24 Oct 1918---35.

Cook, Joseph R. 2d Lt, 3d Corps Obsn Gp, 1918; 25th Aero Sq; Asst Adj, Second Army Air Svc, 1918---143, 177.

Cooper, Merian C. USNA, 1911-1914; US Army, Tex; Capt, Air Svc, AEF, 1918-1919; 96th Bomb Sq; shot down, POW, Sep 1918; after Armistice helped Mrs. Potter (q.v.) to locate her son's grave; motion picture producer; Col, AAF, 5th AF, 1942-1945; Brig Gen, USAFR, 1950---161n, 162, 163, 165.

Corbusier, Phil. Cavalryman detailed to Air Svc; after WW I held various key jobs in Air Corps---29, 75.

Corby, John F. Grad, Medico-Chirurgical College of Phil., 1912; Lt, US Army Med Corps, 1917; Maj, 1918---171.

Corcoran, John W. Enlisted man in Lahm's det in the Phil., 1912-1914; commissioned in WW I; rendered valuable svc in establishing Air Svc depots in Fr.; 1st Air Depot, Jul-Nov 1918; C.O., Orly Fld, 1919---186.

Coulter, Harold K. Capt; Staff Off; 1st Inf Bde, 1918; Secretary Intell Section and 2d Section, Amer. Forces in Germany, 1919---134, 135.

Covell, William E. R. Grad, USMA, 1915; Maj, G-3 Sect, First Army, 1918; Lt Col, 1918; C.O., 2d Engr Regt, AEF, 1918; Asst CofS, 2d Div, 1919; ret, 1940; active duty 1941; Maj Gen in Off of QM Gen, 1941-1943; C.G., SOS, China-Burma-India, 1943-1945; ret, 1946---132.

Cowan, Arthur S. ("Frenchy"). Grad, USMA, 1899 (Lahm succeeded him as Capt of USMA baseball team, 1900); China Relief Exp; Phil. Insur.; C.O., 1st Aero Sq, 1913-1914; Gen Staff, GHQ AEF, 1918; Comdt, Sig School, 1929-1937; ret, 1939 as Col; active duty as Sig Off, 9th Svc Comd, 1940-42; ret, 1942---102.

Cox, Lt. 329th Inf Regt---101.

Coyle, A. J. Lt, 1st Observer Sqdn; C.O., I Corps Observ Gp, Nov 1918---59n, 144.

Crafton, Jesse A. 1st Lt, 4th Pursuit Gp, 1918; 141st Aero Sq, 25th Aero Sq, Nov 1918-1919---157, 162, 164, 165.

Craig, Daniel F. Commissioned 1898; grad various Army Schools; Phil. Insur.; Vera Cruz Exp; Pershing Pun Exp; Col, C.O., 302d Regt Fld Arty, 1918; Brig Gen, C.G., 157th Fld Arty Bde, Nov 1918-Mar 1919, and 158th Fld Arty Bde, Mar 1919---205.

Craig, Malin. Grad, USMA, 1898; Sp-Amer War; China Relief Exp; Brig Gen, CofS, 41st Div and I Corps, 1918; CofS, Army of Occupation, 1918-1919; Chief of Cav, 1924-1926, CofS, US Army, 1935-1939; ret, 1939 as Gen (Lahm and Craig served together in 6th Cav, 1901-1903)---39, 57, 87, 149, 206.

Creighton. Staff Off, Air Svc, Adv Sect, SOS, 1918---87.

Cresson, William P. Capt, AEF, Liaison with Belgian Army---75, 76.

Creswell, Harry I. T. AEF, Capt; US Army, 1917; Maj, 1918---39, 40.

Criger, Col. Br Liaison Off with AEF---140.

Crivelly, Lt. Australian, attached to Fr. 84th Balloon Co---47, 73.

Cronkhite, Adelbert. Grad, USMA, 1882; Indian Wars; Puerto Rican Exp; Maj Gen, 1917; C.G., 80th Div, Sep 1917-May 1919; ret, 1923---152.

Crumley, Albert A. 1st Lt; Hq, Asst Chief of Air Service, 1918; Staff Second Army Air Svc, 1919---159.

Crystal, Thomas L. Grad, USMA, 1904; Maj, Sig Corps, Jan 1918; Lt Col, Chief, Radio Sect, Dept of Mil Aeronautics, 1918; ret, 1942, Col; active duty, 1942-1943 as C.O., Ft Jay, NY. (Brother-in-law of John F. Curry, (q.v.)---157, 158, 162.

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Cubbison, Donald C. Grad, USMA, 1904; Pershing Pun Exp; Capt to Col, 1917-1919; Off, Chief of Arty, AEF, 1917-1918; 7th Fld Arty, 1918-1919; Treasurer, USMA, 1922-1926; Maj Gen, C.G., 1st Inf Div, 1941-1942; C.G., Fld Arty Replacement Tng Ctr, 1942-1945; ret, 1946, Maj Gen---33, 88, 106, 123.
Cunningham, Miss. YMCA worker, Valdahon---73.
Currie, Dennis. Grad, USMA, 1901; Moro Insur.; Brig Gen and Comdt, Fld Arty School, AEF, 1918-1919; ret, 1922---47.
Curry, John F. Grad, USMA, 1908; Pershing Pun Exp; grad, Sig Corps Aviation Sch, 1916; 1st Aero Sq, 1916; Aviation Sect, 1916-1917; Lt Col CofS, Second Army Air Svc, Oct 1918; Chief, Air Svc (Air Corps, 1926), Engr Div, 1924-1927; Comdt, Air Corps Tac School, 1931-1935; War Dept Gen Staff, 1936-1938; Maj Gen, C.O., 2d Air Force, 1940-1941; Head, Civil Air Patrol, 1941-1942; C.G., 4th District Tech Tng Comd and Western Tech Tng Comd, 1942-1944; Pres, Eval Bd, Mediterranean Theater, 1944-1945; ret, 1945, as Maj Gen---142, 143, 144n, 147n, 151, 153, 156, 160, 164, 165, 167, 168, 172, 173, 176, 186, 205.
Curtiss, Glenn H. Famous early US airplane pilot and manufacturer; designed dirigible motors; set many early aircraft records; built flying boats and land planes; author. One of the great names in US aviation---55.
Cushing, Otho. Amer artist; commissioned 1st Lt, Oct 1917; accompanied Gen Foulois to Fr. where he served as camouflage off; Capt, Hq, Asst Ch of Air Service, Aug 1918; 1st Air Depot, Nov 1918. (Some of Cushing's cartoons appeared in the Stars and Stripes.)---39, 44, 80, 100.
Daggett, Byron B. 1st Lt, SORC; Balloon Sch, Omaha, Apr 1917; Balloon Div, Washington, 1917; Air Service, AEF, 1918---1.
Daley, Edmund L. Grad, USMA, 1906; Col, 3d Div Engrs, 1918; Prof, USMA, 1920-1922; Maj Gen, 1940; C.G., Puerto Rican Dept, 1939-1941, and V Corps, 1941-1942; ret, 1942---198.
Daley, Paul. Lt; Staff, 1st Bde, 1917; Capt, C.O., 3d Batt, 18th Inf Regt, 1918; Major, 1918---46, 134, 135.
Danford, Robert M. Grad, USMA, 1904; instr and C.O., Yale Batteries, 1915-1917; C.O., Fld Arty Replacement Depot, Camp Jackson, 1918; AEF, 1918-1919; Comdt of Cadets, USMA, 1919-1923; Maj Gen, Chief of Fld Arty, 1938-1942; ret, 1942; editor, Register of USMA Graduates, 1946-1954---205.
Daniels, William C. 2d Lt, 5th Pursuit Gp, 1919; 138th Aero Sq, 1919---174, 175.
David, Mr. and Mrs. Ross. Civilian entertainers who accompanied Miss Margaret Wilson on her singing tour, 1918-1919. David was Miss Wilson's music teacher, 1912-1919---176.
Davidson, Howard C. Grad, USMA, 1913; pilot, 1916; 1st Aero Sq, 1916; Capt, C.O., 7th Aviation Instruction Ctr, Fr., 1917; Maj, C.O., VII Corps Obsn Gp, 1918; Army of Occupation, 1919, at Wittlich but temporarily in comd of Trier Airdrome; C.G., VII Ftr Comd, 1941; C.G., 10th AF, 1943-1945; ret as Maj Gen, 1946---144, 168.
Davis, Milton F. (?) Grad, Sig Corps Flying School, 1917; C.O., 45th Aero Sq, Aug-Oct 1917; C.O., 50th Aero Sq, Dec 1917-Feb 1918; C.O., 33d Pursuit Sq, Jul-Sep 1918; C.O., 10th Pursuit Sq, Sep 1918; C.O., 4th Pursuit Gp, Nov 1918---153, 155.
Davis, Richmond P. Grad, USMA, 1887; Brig Gen, 1917; C.G., 162d Fld Arty Bde, Sep 1917-Sep 1918; C.G., 151st Fld Arty Bde, Sep 1918-Feb 1919; Maj Gen, 1927; ret, 1929---154.
Davis, Robert C. ("Corky"). Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Lt Col, Off of Adj Gen, GHQ AEF, 1917-1918; Col, Adj Gen, GHQ AEF, May 1918; Brig Gen, 1918; Maj Gen, 1922; The Adj Gen, 1922-1927; ret, 1927; Exec Dir, N.Y. Red Cross, 1932-.---38, 187.
Davison, Henry P. Banker; firm of J.P. Morgan and Co.; Ch, War Council of Amer Red Cross, 1917-1919; died 1922. (Author of The American Red Cross in the Great War.)---35n, 54.

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Dawes, Charles G. Grad, Marietta College, 1884; Cincinnati Law School, 1886; lawyer and banker; Lt Col of Engrs, Jul 1917; Gen Purchasing Agent, AEF, 1917-1918, and other AEF positions, 1919, as Brig Gen; resigned, 1919; Vice Pres, US, 1925-1929; Ambassador to Gt. Br., 1929-1932; Nobel Peace Prize, 1925---205.

Dawley, Ernest J. Grad, USMA, 1910; Lt Col, G-3 Sect, First Army, Staff Off, Third Army, G-3 Sect, GHQ AEF, 1918-1919; Maj Gen, C.G., 40th Inf Div and VI Corps, 1941-1943; ret, 1947---104, 118, 120, 121, 123, 124, 129, 146, 152.

Day, Clarence R. Staff Off, Air Svc, AEF: Air Svc Representative at GHQ AEF, Mar 1918; Col, Aviation Off, Air Svc in Eng., Jun-Nov 1918; ret, 1936---57, 73, 74, 85.

DeBow, Herbert C. US civilian Red Cross Ambulance driver, 1917; civ in Balloon Section, Air Service, Nov 1917; 2d Lt, July 1918; 1st Lt, Feb 1919---23.

Delacomb, Capt. C.O., Royal Naval Air Svc Balloon School, Roehampton, Eng., 1917---8, 9.

Delafond, Jean Maurice. St Cyr, 1899-1901; Maj and Comdr, Fr. VIII Army Aviation, 1917-1918; Lt Col, C.O., 34th Aviation Regt; Col, 1926; Brig Gen, 1931---48, 89, 102, 148.

Delagrange, Amaury. Fr. Inf, 1914; Fr. Air Svc, 1915-1917; Lt, member, Fr. Aviation Mission to US, 1917; Fr. Adviser to Chief, US Air Div, Wash, DC, Sep 1917; Capt, Fr. Liaison, Hq US Air Svc, Dec 1917 to end of war; Pres, Aero Club of Fr., 1937---1, 40.

Delassus, Georges A. Maj, Fr. Balloon Svc---22.

Delauney, Maj. C.O., Fr. II Corps Obsn Gp, which, in Oct 1918, was assigned to Lahm's Second Army Air Svc---141, 141n, 143, 145.

Delys, Baby. Famous Fr. dancer---41.

Denbigh, Lord R.R.B.A.A., Fielding, 9th Earl of Denbigh. Br. Army, 1878-1888; served in Egypt, 1915-1916; attached to GHQ Home Forces, 1917-1918---102.

Deperdussin, Armand. Fr. airplane designer who developed one of the earlier and best systems for controlling an airplane, by linking the ailerons to a wheel atop a column, with the rudder controls worked by the pilot's feet; the forward and back movements of the column moved the nose down and up, while a turn of the wheel lowered and raised the wings; the pilot pushed his foot forward on the rudder bar in the desired direction of turn. This "instinctive" system was in general use by 1915, was accepted by the US Army shortly thereafter, and today is used on all but a few single-engine planes. Pictures and descriptions of the several early control systems may be found on page 32 of the USAF Historical Division's The Official Pictorial History of the AAF (Duell, Sloan, and Pearce, 1947). The book is out of print but copies may be borrowed from many libraries---35n.

Derby, Lord (Earl of Derby). Dir of Recruiting, 1915-1916; Chairman, Joint War Air Committee, Feb-Apr 1916; Secy of State for War, 1917; Ambassador to Fr., Apr 1918; Secy of State for War, 1919---201.

Deutsch de la Muerthe, Henry. Fr. industrialist; developed one of the first automobiles in Fr.; one of founders of Fr. Auto Club; builder of dirigibles; instrumental in having Fr. purchase a Wright plane, 1909; helped establish St Cyr Air Tech Institute; Pres, Aero Club of Fr.; died, 1919---28, 181, 189.

Devereux, W. B. (?) Tng Sect, Sig Corps, 1917; Capt, Air Div, Sig Corps, Wash, DC, Jan 1918; C.O., 168th Sq., May 1919---186.

Dewitt, John L. 2d Lt, 1898; Lt Col, Q.M., 42d Div, 1917; GHQ AEF, 1918; Col, Asst CofS, G-4, I Corps, 1918, and First Army, 1918-1919; instr, Army War College, 1919-1920; War Dept Gen Staff, 1919-1924, 1926-1928; Maj Gen, 1930; M.A., Princeton, 1932; Lt Gen, commanding Fourth Army and IX Corps Area, 1939, and Western Def Comd, 1940; Comdt, Army and Navy Staff College, 1943---103.

Dickie, John E. (?) Col, Br. Royal Engrs---48.

Dickman, Joseph T. Grad, USMA, 1881; Indian Wars; Sp-Amer War; Phil. Insur.; CofS, China Relief Exp; Maj Gen, 1917; C.G., 3d Div, Dec 1917-1918, IV Corps, Oct-Nov 1918; Third Army, Nov 1918; ret, 1921---149, 184.

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Diekema, Willis A. Lt, 91st Aero Sq, Jan 1918; Capt, C.O., 9th Night Recon Sq, 1919---168.
Diel, Lt. Balloon Off, Br. Royal Naval Air Svc Balloon Sch---8.
Dietrich. US Third Army---164.
Dill, Clarence C. Grad, Ohio Wesleyan, 1907; teacher, lawyer; Member of Congress, 1915-1919; US Senate, 1922-1935---23.
Dillard, Malcolm P. Grad, Med. Coll. of Va.; 1st Lt, with 2d Avn Center and Hq Advance Sect, SOS, 1917-1919---3.
Dodd, Townsend F. One of Army's most important early fliers; pilot, 1913; won Mackay Trophy, 1914; Pershing Pun Exp; Senior Aviation Off (Maj) on Pershing's Staff, Jun 1917; Aviation Off, AEF, but replaced 30 Jun 1917 by Billy Mitchell who outranked him; Col, Chief of Materiel, Zone of Advance, Sept 1917; Asst Chief of Air Svc Supply, Dec 1917-Aug 1918; G-2, Air Svc, First Army, Aug-Nov 1918; killed, 1919, in transcontinental air race---23, 30, 90, 96, 103, 124, 148n.
Dodds, Roy Edward. Lt, 168th Aero Sq; badly injured 24 Oct 1918, when he and a Lt Johnson crashed into Mont St. Michel, near Toul (Johnson was killed); Capt, 1918---154.
Doll, Jacob V. 1st Lt; Aide to Brig Gen J. R. Lindsey (q.v.)---101, 171.
Doyle. US Army, fine horseman---184.
Drew, Charles W. Lt, 13th Pursuit Sq; shot down, lost arm, POW, 14 Sep 1918; in WW II supervised construction of several air bases---152.
Drexel, J. Armstrong. Early Amer aviator; Aug 1910, set world altitude record of 6,601 feet; participated in many early air races; Lafayette Escadrille, spring, 1917; liaison with Air Svc Hq, Paris, summer, 1917; Capt, US Aviation Sect, London, summer, 1917; US Aeronautical Representative, London, Sep-Dec 1917; Maj, duty with Br. Air Bd, London, Jan 1918; Dept of Mil Aeronautics, Wash, Aug 1918---7.
Drouas, Henri Marie de. Grad, St Cyr; commissioned 1904; at Saumur with Lahm, 1906-1907; Capt, 1916; 32d Aviation Regt, 1924---177, 183.
Drum, Hugh A. Commissioned, 1898; Phil. Insur.; Moro Exp; Vera Cruz Exp; Capt, Pershing's Staff, May 1917; Opns Sect, GHQ AEF, Jun 1917; Brig Gen, and CofS, First Army, AEF, Aug 1918-Apr 1919; Comdt, Gen Svc Schools, 1920-1921; various key command positions, 1921-1939, including C.G., II Corps Area and Second Army, during which time Lahm was on his staff; Lt Gen, 1939; ret, 1939---17.
Dudoré, Capt. Fr. Air Svc; Liaison Off with US Air Svc, 1918---59, 90, 99, 102.
Dugan, Thomas B. ("Patsy"). Grad, USMA, 1882; Sp-Amer War; Brig Gen and C.G., various inf bdes, 1917-1918; C.G., 35th Div, Dec 1918-Mar 1919; C.G., 10th Inf Bde, Mar 1919; US Army of Occupation, 1919; ret, Col, 1922---151, 153, 161.
Dunn, Morrill (?) Capt, Air Svc, Paris, 1917-1918; Maj, Purchasing Div, Air Svc, 1918---62.
Dunning, J. E. Consular Service, 1905-1914; Capt; Maj, Air Svc Reserve, stationed in Eng. as US Purch Agent, 1917; Lt Col, resigned 1919; European Rep, Nat. City Bank of N.Y., 1916---7.
Dunsworth, James L. Grad, USMA, 1909; Maj, C.O., 90th Aero Sq, June 1918; C.O., 1st Day Bomb Gp, Nov 1918; ret disabled, 1922; Col, IG, 1942-46; ret Col, 1948---144.
Dunwoody, Halsey. Grad, USMA, 1905; Chief of Tech Sect, Chief of Supply, Air Svc, Nov 1917-Jun 1918; Lt Col, Asst Chief, Air Svc, Paris, Jun 1918; Col, 1918; Crowell Commission, 1919; ret, 1919; civ adviser to C.G., Troop Carrier Comd, 1942---105, 124, 155, 158, 172, 186n.
Durell, Edward H. Capt, skipper of U.S.S. Leviathan, 1919; Grad, USNA, 1887; Sp-Amer War; Comdt, Naval Training Station, 1917; Naval Attaché, Chile, Peru, Ecuador, 1919; ret 1922---205.
Durkee, George R. Lt, Co. C, 2d Balloon Sq, 1918---35.

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Duval, Maurice. Grad, St Cyr, 1890; mission with Japanese Army, 1907-1909; Deputy CofS, Fr. VI Army, 1914; C.O., 314th Bde, 1915; Col, Chief of Air Svc, 1917; Gen, 1918; Dir of Aeronautics in Ministry of War, 1919---19, 21, 28, 180.
East, J. W. Chief, Lighter-Than-Air Svc, Paris, Sep-Oct 1917; OIC, Balloon Sect, Air Svc, Oct-Nov 1917---16, 17, 18, 21, 23.
Eaton, Mr. US citizen, ambulance driver in Fr.; joined Air Svc Supply, GHQ AEF, Nov 1917---23, 46.
Eaton, Webster W. Lt, Nov 1917; student observer, Fr. Army, Jan 1918; US 2d Balloon Co, Jan 1918; Saumur Arty Sch and US Balloon Sch, Apr-May 1918; Observer, 6th and 24th Balloon Cos, Jun-Nov 1918; C.O., 44th Balloon Co, Nov 1918---159.
Echols, Oliver P. 2d Lt, Nov 1916; Air Service AEF, Aug 1917-Apr 1919; C.O., 1st Obs. Gp, 1918; Ch, AAF Materiel Div 1940-45; ret 1947 as Maj Gen---17.
Eckert, Samuel B. Lt, C.O., 9th Aero Sq, Aug-Dec 1917; Capt, C.O., 17th Pursuit Sq, Jun-Dec 1918---157.
Eckman, Elmer A. Air Svc Construction off; 474th Aero Sq, 1918; Capt, Equipment Off, Hq Second Army Air Svc, 1919---83, 89, 143, 160, 185.
Edwards, Clarence R. Grad, USMA, 1883; Phil. Insur.; Chief, Bureau of Insular Affairs, 1902-1913; Brig Gen, 1906; C.G., US troops, Canal Zone, 1915; Maj Gen, 1917; C.G., 26th Div, Aug 1917-Oct 1918; ret, 1922---80.
Edwards, Florence (?) Red Cross worker in Fr.---151.
Edwards, George M. Grad, Univ of Penn School of Med, 1903 and 1917; US Army Med Corps, 1909; Lt Col in Chief Surgeon's Sect, Second Army, 1919; Prof, Army Med School, 1925-1930; C.O., Beaumont Gen Hosp, El Paso, 1937-1945; ret, Col, 1945---104, 167.
Eglinton, Lt. Observer, RFC---14.
Ellington, Edward L. Lt Col, Gen Newhall's staff, Br. Air Hq; Air Ministry, Air Council 1918-22; RAF commands in Middle East, 1922-28; Marshal RAF and Ch of Air Staff, 1933-37; ret, 1940---77.
Elliott, Clark R. 2d Lt, 1898 and 1902; Capt, 1911; Philippines, 1911-15; Maj, Lt Col, 1918; C.O. Batt, 18th Inf, 1st Div, 1918; killed in action, 21 July 1918, at Soissons, with 26th Inf, 1st Div---39, 46, 159.
Ely, Hanson E. Grad, USMA, 1891; Phil. Insur.; Mil Mission to Fr., 1917; Provost Marshal, GHQ AEF, 1917; C.O., 28th Inf Regt, 1918; C.G., 3d Inf Bde, Jul 1918; Maj Gen, C.G., 5th Div, Oct 1918; Comdt, Gen Staff School, 1921-1923 and Army War College, 1923-1927; ret, 1931---94, 191.
Emerson, William K. B. Grad, Harvard, 1916; Amer Ambulance Fld Svc, Fr., 1915; Serbia, 1917; Fld Arty, AEF, 1918; 2d Lt, Observer, 12th Aero Sq; killed in crash, 14 May 1918---76.
Emery, John G. Maj; C.O., Inf Batt, 18th Inf Regt, 1918; wounded and returned to States 1918; Nat Commander, Amer Legion, 1921---134.
Emma. Frenchwoman who for many years cooked for Lahm's father at his Paris residence---18n, 29, 43, 74, 75, 158.
Emmons, Gardner G. Comm. 2d Lt, F.A., in Fr., Dec 1917; F.A. School, Saumur, Dec 1917; 1st Lt, Oct 1918; Asst Adj Hq Army Art, 2d Army, Oct 1918---34.
Empey, Arthur Guy. U.S. Cavalry, 6 yrs; Br. Army in Fr. 1915-16; Capt, US Tank Corps, 1917-18; author, movie actor and director---3.
Ennis, William P. Grad, USMA, 1901 (outstanding football player); Dir, Dept of Materiel, Fld Arty Sch, 1918; Brig Gen, C.G., 13th Fld Arty Bde, 1918; Member, Cav Bd, 1918-1919; Asst Comdt, Fld Arty Sch, 1925-1929; ret 1941---161, 168.
Enochs, Berkeley. Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Moro Exp; CofS, 39th Div, 1917-Sep 1918; Col, G-3, IV Corps, 1918; ret, 1929, as Brig Gen---145.
Erwin, William W. ("Red") (?) Grad, USMA, 1908; Pershing Pun Exp; 31st Cav Team, 1919; Ret, 1929, Maj---197, 197n, 198.
Eskridge, O.S. Came to Fr. with Foulois, Nov 1917; Col, G-2, Hq Air Svc, 1917; NY Embarkation Off, 1919---29, 30, 205.

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Estes, J. Dickinson, 2d Lt, 33d, 32d Aero Sqs, 1917; 1st Lt, Jul 1918; Capt, C.O., 13th Aero Sq, Jul-Nov 1918---94, 95, 96.
Etournaud, Pierre Louis. Assigned to Fr. 15th Regt of Dragoons, det to Air Svc; C.O., 108th Bombardment Sq, 1917; C.O., Bombardment Gp No 4, Jul 1918---59.
Exton, Charles. Grad, USMA, 1898; Sp-Amer War; Mil Attaché, Bern, 1915-1917; Staff, GHQ AEF, 1917-1918; C.O., Edgewood Arsenal, 1923-1927; ret, 1936, as Col---17, 20, 186, 187.
Fairbanks, Charles W. Grad, Ohio Wesleyan, 1872, 1875; lawyer, Indianapolis, 1874; US Senator, 1897-1905; Vice Pres of the US, 1905-1909; Vice Pres nominee, 1916---1.
Fargo, Stanley. 1st Lt; Air Svc, Paris Supply Sect, 1917; Capt, Supply Sect, Air Svc, 1918---84, 85.
Farmer, Charles, Jr. Grad, USMA, 1899; Moro Exp; Maj, SOS, AEF, 1918; ret, 1920---74.
Fast, Louise. A close family friend of Lahm's from Toledo, Ohio; worked in US Library in Paris---186.
Fauntleroy, Cedric E. Lafayette Flying Corps; Capt, 94th Aero Sq, 1918; Maj, C.O., 138th Aero Sq, Dec 1918-1919---174, 185.
Féline, Capt. Instr in equitation, Saumur Cav School, when Lahm was a student there in 1906-1907; in 1907 Lahm flew him from Paris to Eng. in a balloon; during WW I came to US to buy horses for Fr. Cav---38, 186.
Fels, Ernest C. 1st Lt, Air Svc, killed in action, Aug 1918---56.
Fequant, Philippe. Grad, St Cyr, 1905; det to Aeronautics, 1910-1912; Capt, 2d Regt of Colonial Inf, 1914; various Fr. Air Svc units, 1915-1918; C.O., Fr. 2d Pursuit Gp, May 1918; C.O., 2d Air Bde, Jun 1918; CofS, Air Div, Aug 1918; Lt Col, 1921; Gen, 1930; CofS Fr. Air Force, 1936---124.
Ferrenbach, Leo C. 1st Lt; Observer; 2d Balloon Co; 4th Balloon Co, Feb 1918; 7th Balloon Co, 1918; 23d Balloon Co, Nov 1918---95, 102.
Fiebeger, Gustav. Grad, USMA, 1879; Prof of Engr, USMA, 1896-1922; Hist Sect, Army War College, 1924-1925 (married Anna Upson, a cousin of Lahm's)---23, 34.
Fiebeger, Julie. Daughter of Gustav Fiebeger (q.v.)---172.
Finney, John H. Maj, Eng Reserve Corps; member of US Dirigible Commission to Fr., 1918---76.
Fisher, George F. 95th Aero Sq, May 1918; C.O., 49th Aero Sq, Jul 1918; 1st Air Depot, 1919---94, 95, 97, 99.
Fitzgerald, Shepler W. Coast Arty Corps, 1911; Sig Corps Aviation Sch, 1914; pilot, 1915; C.O., II Corps Aeronautical Sch, 1918; Lt Col, 1918; Chief, First Army Air Svc, 1919; Ferrying Comd, 1942; Brig Gen, Air Transport Comd, 1942-1943; C.G., AAF Radio Sch, Sioux Falls, 1943; ret, 1946---172, 182.
Flake, Frederick W. Mitchell's chauffeur, 1917; Hq AEF, Chaumont, Sep 1917; 1st Lt, 1st Air Depot, 1918; 278th Aero Sq, 1919---30, 35, 96.
Fleischmann, Max C. Balloon pilot; won Lahm Cup, 1909; Maj, C.O., Co B, 2d Balloon Sq, Sep 1917; set up Balloon School at Cuperly, Jan 1918, and returned to the States, Feb 1918; C.O., Balloon School, Arcadia, Calif, 1918; well known polo player; son of originator of Fleischmann Yeast, he was Chairman of Bd in 1925; philanthropist---35, 36, 37, 41.
Fleming, Lawrence J. Grad, USMA 1890; Puerto Rican Exp; Phil. Insur.; Pershing Pun Exp; Maj, 1913; Col, Aug 1917; ret, 1920---41.
Fleury. Member, Fr. Mission to AEF---53, 89.
Flint, Joseph M. M.D. Johns Hopkins, 1900; Prof Surgery, Yale, 1907-1921; Lt Col, Med Corps, 1915 and again 1918; Chief of Medicine, Fr. Hospital 32, 1915; C.O., US Base Hospital No 39 and med liaison with Fr., 1917-1918; Col, 1919---2, 4, 91, 92, 93, 97, 153.
Flounders, Frank R. Former member 7th Cav; 1st Air Depot, 1918; 278th Obsn Sq, 1918-1919; C.O., 258th Obsn Sq, 1919---185.

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Foch, Ferdinand. Franco-Ger. War, 1870-1871; grad, Polytechnic School as Artyman, 1873; Lt Col and Prof at École de Guerre, 1894; Brig Gen, Dir, École de Guerre, 1907; C.G., 20th Corps and Ninth Army, 1914; Chief of Gen Staff, 1917; CINC, Allied Forces in Fr., Apr 1918; Marshal of Fr., 1918---53, 124n, 145, 201, 203, 204.
Fonck, René. Fr. "Ace of Aces" of WW I, with 75 confirmed victories; pilot, May 1915; recon pilot, 1915-1917; Pursuit Gp No 12, Apr 1917; assigned to Air Tech Svc, 1919; Chamber of Deputies, 1919-1924; failed NY-Paris flight, 1926; in charge of org of Fr. Pursuit Aviation, 1935; active duty, 1939, as Lt Col; Col, 1940; ret to civil life, Oct 1940---180, 189, 204.
Foreman, Albert W. Lt Col; G-1 US V Corps---140.
Forman, Harold B. 1st Lt, Avn Sect, SORC, 1917; Capt, Air Service, 1918; member US Equipment Manual Bd; Air Service Night Bombardment Section, Paris, 1918---77.
Fornance, Joseph K. Grad, Princeton 1904, Penn. 1907; Capt, FA, 1917; ADC to Gen Rhodes, 42d Div and Base Section No. 2, Oct 1918-Aug 1919; Major, 1919---204.
Forrest, Maj. Stationed at Chalais Meudon, Nov 1917; member Aero Club; balloonist---28.
Fort, Lt Col. Senior Fr. Army Liaison Off with US First Army---105.
Foster, Mr. US artist and camouflage expert, working with AEF---18.
Foulois, Benjamin D. One of the great figures in US mil aviation; enlisted Army, 1899; 2d Lt, 1901; Sp-Amer War; Phil. Insur.; flew with Wright Brothers on tests of first Army plane, 1909; taught self to fly, 1910; C.O., 1st Aero Sq, with Pershing Pun Exp, 1916; Maj, Apr 1917; Brig Gen, Jul 1917; Chief of Air Svc, AEF, replacing Kenly, 27 Nov 1917; replaced by Gen Patrick, and replaced Billy Mitchell as Chief of Air Svc, First Army, 19 May 1918; at own request replaced by Mitchell as Chief of Air Svc, First Army, Jul 1918, and became Asst Chief of Air Svc, AEF; Asst Chief of Air Svc, Zone of Advance, 27 Aug 1918; at end of war Asst Chief of Air Svc, Hq SOS; Chief of Air Corps, 1931-1935; ret, 1935, as Maj Gen; active as member of Air Force Hist Foundation until his death in 1967---23, 29, 29n, 30, 32n, 40, 42n, 48, 53, 62, 73, 75, 79n, 80, 85, 85n, 86, 86n, 87, 88, 88n, 89, 90, 91, 93, 94, 95, 96, 97, 103, 103n, 119, 120, 121, 169, 186n, 196.
Fowler, Harold. Transferred (1917) from RFC to US Air Svc, Maj, Equipment Div, Off, Chief Sig Off, 1917; Exec, Strategical Aviation, Zone of Advance, Dec 1917; C.O., US Air Forces with Br., Jan 1918; C.O., 17th Pursuit Sq, May 1918; Chief, Air Svc, Army of Occupation, succeeding Billy Mitchell, 1919---40, 44, 148n, 158, 167, 168, 172, 179, 183, 184.
Foy, Robert C. Grad, USMA, 1899; Cuba, 1899; Phil., 1902-1903; Asst QM, USMA, 1904-1908; Mex Border, 1911-1914, 1916-1917; Col, C.O., 332d Fld Army, 19th Fld Arty, 1918-1919; Mil Attaché, Bucharest and Constantinople, 1923-1926; Brig Gen, 1935; ret, 1939---157, 165, 166, 168, 177, 205.
François, Alfred. Citizen of Maron, Fr., in whose yard Lahm set up a monument to Lufbery, (g.v.)---192, 196.
Franke, Gustav H. Grad, USMA, 1911; 7th Fld Arty, 1918; 1st Div and GHQ AEF, 1918-1919; Maj Gen, C.G., 81st Div, 1942; ret, 1943, disability---183.
Fravel, Ira F. Lt of Inf, 1900; Maj, Balloon Sch, Omaha, 1917; Lt Col and Head of Exec Dept, Balloon Sect of Air Div of Sig Corps, Nov 1917; Deputy, Balloon Sect, Air Svc, Mar-Nov 1918, Dec 1918-Feb 1919; C.O., Balloon Sch, Air Svc, Nov 1918; Col, 1919; Chief, Balloon Sect, AEF, Feb-Jun 1919; grad, various Army Schools, 1904-1929---56, 172, 186n, 189.
Fumat, Victor. Noncommissioned (Adj), Fr. Air Svc; pilot for Billy Mitchell; often gave flying instructions to both Mitchell and Lahm---35, 38, 41, 42, 78, 87, 106, 107.
Fuqua, Stephen. Capt of Volunteers, 1898; commissioned 2d Lt, 1901; AEF Staff College, Langres, Fr., 1917; Col and CofS, 1st Div, Nov 1918; G-3 Sect, First Army, 1918; Maj Gen and Chief of Inf, 1929---103.

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Galbraith [probably Gilbreath, Frederick]. Grad, USMA, 1911; Capt; US QM Off, London; Lt Col, SOS, London, 1919; Maj Gen, 1942; C.G., San Francisco, POE, 1942-44; C.G., So Pacific Base Command, 1944-45---3, 5, 6.
Gallagher, William J. (?) 2d Lt, Aug 1917; US 18th Inf Regt; 1st Lt, Oct 1918---46.
Galloway, J. D. (?) Maj; GHQ AEF, 1917, 1918---41.
Galvanescu, Gen. Roumanian Army---199, 202.
Gans, Emmett C. Son-in-law of Mrs. Mary P. Weldon ("Mom"), Lahm's aunt (q.v.); with the War Industries Bd, Wash, DC, during WW I---1, 161n.
Gans, Gordon. Son of Mae Weldon Gans and Emmett C. Gans (q.v.)---161.
Gans, Helen. Daughter of Mae Weldon Gans and Emmett C. Gans (q.v.)---161.
Gans, Mae Weldon, Daughter of Lahm's aunt, Mrs. Mary P. Weldon (q.v.); wife of Emmett C. Gans (q.v.)---161n.
Gans, Mary. Daughter of Mae Weldon Gans and Emmett C. Gans (q.v.), granddaughter of Mrs. Mary P. Weldon (q.v.), grad of Vassar; died of influenza, Jan 1919, while working in a War Dept Off, Wash, DC---1, 34, 161, 172.
Gasnier du Fresne, Pierre. Pioneer Fr. aviator, free balloon pilot, 1908; pilot, 1910; member Aero Club of Fr.; Combat Observer, 1914-1918; founder, Aviation Sch of Angers; Vice Pres, Fr. Air Force Res Off Assoc---189.
Gatenois, M. Citizen of Maron, Fr.---192, 196.
Gatley, George. Grad, USMA, 1890; Moro Exp; Brig Gen, C.G., 55th Fld Arty Bde, Aug 1917-Jul 1918; C.G., 67th Fld Arty Bde, Jul 1918-Apr 1919; died 1931---123.
Gaucha, Maj. C.O., St Cyr Mil School, Fr.---18.
Genet, Gilbert R. 1st Lt, 321st Inf Regt---175.
Gérard, Gen. C.G., Fr. Eighth Army, 1918---89, 97, 203.
Gérard, Paul Charles. St Cyr, 1900; pilot, 1912; recon pilot, 1914-1915; C.O., VI Army Aviation, 1915-1918; Lt Col, and C.O., 39th Aviation Regt; Comdt, Chief, Air Svc, Fr. Third Army, 1919; Gen, 1929; ret, 1936 as Comdt, 2d Air Region---19, 20, 21, 104.
Gibbons, Willis A. PhD, Cornell, 1916; with US Rubber Co. before WW I; Asst Mil Attaché, London, 1917-1918; Capt, US Army, 1917-1918; distinguished scientist---7.
Gibbs, George S. Grad, Iowa State, 1897; 2d Lt, 1899; Col, Sig Corps, 1917; Asst Chief, Sig Off, AEF, 1918; Brig Gen, 1918; Gen Staff, 1920-1921; Maj Gen and Chief Sig Off, US Army, 1928; ret, 1931; Vice Pres, Int Tel & Tel, 1931---74, 102.
Gilliam, Rexie E. 1st Lt, 157th Inf, 26th Inf Regt, 1917-1919; cited for conspicuous gallantry, July 1918---5.
Glassford, Pelham. Grad, USMA, 1904; Col, C.O., 103d Arty Regt, 1918; Brig Gen, C.G., 51st Fld Arty Bde, Oct 1918-Feb 1919, and 152d Fld Arty Bde, Feb-May 1919; ret as Brig Gen, 1931; Supt, Metropolitan Police, NYC, 1931-1932; active duty, Off of Provost Marshal, 1942-1943; ret, 1943---33.
Godard, Louis. Member of a family of famous Fr. aeronauts; manufacturer of mil balloons for most of the nations of Europe and America; made hundreds of balloon ascensions; Comdt, St Cyr Sch for instruction in ballooning, 1914-1918---18.
Goettler, Harold E. 1st Lt, pilot, 50th Obsn Sq; killed in action, 6 Oct 1918; Medal of Honor---140n.
Goodhue, Francis A. Grad, Harvard, 1906; Vice Pres, 1st Natl Bank, Boston, 1913-1921; member, Interallied Commission for War Purchases and Finance, London, 1918; Pres, International Acceptance Bank, 1921-31; Pres, Bank of Manhattan, 1931---159.
Goodrich, Chauncey William. Grad, Yale, 1886; grad, Union Theological Seminary, 1891; Minister various churches in US and Paris; pastor, Amer Church, Paris, 1917-1923---21, 75.
Goodrich, David M. Air Svc athletic off; Maj; member, Aero Club of Amer---202.

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Gordon, George A. Grad, Harvard; grad, Columbia Law School; Lt, Aide to Gen Gatley (q.v.) and Gen Shipton (q.v.), C.G.'s 55th Fld Arty Brig to Sept 1918; A-2, 55th Fld Arty Brig, Sep 1918; Secy American Embassy, Paris, 1920-23; State Dept, 1923-25; diplomatic service, 1925-.---77, 78.
Gorrell, Edgar S. Grad, USMA, 1912; grad, Sig Corps Flying Sch, 1914; Lt, 1st Aero Sq, 1915; Pershing Pun Exp; Bolling Mission, Jun-Sep 1917; Maj, Chief of Tech Sect, Air Svc Supply, Sep-Nov 1917; Chief of Strategical Aviation, Zone of Advance, Dec 1917 (the unit later became the Night Bombardment Sect); Opns Sect, G-3, GHQ AEF, Jan 1918; CofS, Air Svc, 1918; Col, 1918; resigned, 1920; Pres Stutz Motor Co; member Baker Bd, 1934. (An original thinker, Gorrell appears to have contributed during WW I to development of aviation combat concepts, especially to the idea of strategic air bombardment.)---30, 74, 85, 124, 129, 158, 172, 186n, 188, 189, 198.
Gosman, George H. R. Grad, Univ of Penn Sch of Med; Lt Col, US Med Corps, in charge of Sebastopol Hosp, 1918-1919---92, 191.
Gould, Lt. US 67th Arty Bde---49.
Gouraud, Henri. St Cyr; Lt, Fr. Army, 1890; Gen of Div, 1914; C.G., Fr. Fourth Army, 1917-1918; High Commissioner of Syria, 1919; Mil Gov of Paris, 1924---203.
Gowen, James B. Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Col, CofS, 38th Div, 1918; Brig Gen, 1929; ret, 1936---206.
Grafton. Englishman; schoolmate of Lahm's at École le Grand, near Paris, 1894-1895---41.
Grant, Frederic J. 1st Lt, 2d Balloon Co, Sep 1917; Capt, Oct 1918; Saumur Arty School, 1918; Balloon Off, Co B, 1st Balloon Sq; C.O., 102d Balloon Co; Aero Club of Amer---44.
Granville, Bernard. Former member of Ziegfeld Follies; Lt, photo off, VI Corps Obsn Gp, 1918---159, 162.
Graves, Ernest P. Grad USMA, 1905; Pershing Punitive Exp; Col, SOS, AEF; ret, Maj, 1921; Mississippi River Comm, 1927-1952---17.
Graves, Henry L. 2d Lt, 278th Aero Sq, 1918; 1st Air Depot, 1919; Air Svc, Second Army; Business Mgr, Second Army Air Service History, 1919---183n, 190, 191, 204.
Gray, B. W. Production Engr, Aircraft Production, 1917; Maj, Army Engrs, 1918---62.
Gray, Maj. RAF---94, 95.
Greely, John N. Grad, Yale, 1906; 2d Lt, US Army, 1908; Col and CofS, 1st Div, 1918; CofS, Hawaiian Div, 1932-1935; Mil Attaché, Madrid, 1939-1940; Maj Gen, 1941. (Son of Brig Gen Adolphus Greely, Arctic explorer and Chief Sig Off, US Army, 1887-1906.)---127, 136.
Green, M. Edwin. 1st Lt, 94th Pursuit Sq, 1918---76n.
Greene, Warwick. Law clerk to Phil. Comm, 1904-1908; Dir of Public Works, Phil., 1908-1916; Dir War Relief Mission, 1916-1917; Maj, Air Svc, Paris, Sep 1917, as Asst to Col Bolling; Air Svc Production and Supply; Lt Col, member, Coordination Staff, AEF, Jun 1918; at end of war, Chief of Exec Section, Hq Air Svc; toured Baltic States for Amer Peace Commission, 1919; resigned from Air Svc as Lt Col, 1919---16, 92, 104, 159.
Greenway, John. Capt of Rough Riders, 1898; Jan 1917, when a mining engr in Ajo, Ariz, sent out search party which found two lost flyers, Lt Col Harry Bishop and Lt W.A. Robertson (q.v.); Maj, 1st and 26th Divs, 1917-1918; Lt Col, 101st Eng, 1918---56.
Gregory, Daniel D. ("Pope"). Grad, USMA, 1901; Phil. Insur.; AEF Staff Sch, Langres, Fr., 1917-1918; Sig Off, 3d Div, AEF, 1918; ret, 1927---73, 89.
Griffin, Thomas J. Capt of Inf, assigned as C.O., 1st Photo Sect, 1st Obsn Gp, 1918; Maj, Oct 1918---77.
Griffith, Frederick D., Jr. (?) Grad, USMA, 1902; Maj, 1917; Lt Col, July 1918; Lt Col; C.O., 3d Batt, 18th Inf Regt---46.
Grimes, William M. Lt, 1911; Capt, 1917; Maj, June 1918---175.

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Gros, Edmund L. Amer doctor who practiced in Paris for many years; in 1915 and 1916 played a major role in the establishment of the Lafayette Escadrille, often providing financial assistance to members of the unit; joined US Air Svc, 1917, where most of his work was in liaison between the US and Fr. Air Svcs; Lt Col; Chief Liaison Off, Air Svc, Feb 1918. (A sketch and photo of Gros are in Hall and Nordhoff, The Lafayette Flying Corps, I, pp 69-72.)---180.
Grosdidier, René. Mayor of Commercy; friend of the Lahms---54, 89, 163.
Grunert, George. Gen Staff, GHQ AEF, 1918; G-1, I Corps, 1918; Lt Col, Deputy CofS, Third Army, 1919; Maj Gen, Gen Staff Corps, US Army, 1928; Lt Gen, C.G., First Army, Oct 1943---38, 74, 105, 149.
Gurney, Augustus M. Fld Arty; Capt with 59th Fr. Balloon Co, July 1918; C.O., Balloon Gp, Second Army Corps, 1918; C.O., Balloon Gp, Third Army Corps---36, 37, 41.
Gustofsen, Charles R. Lt, 25th Pursuit Sq, killed in accident, 9 Apr 1919---179n.
Guthrie, Ernest G. Born New Zealand; B.D., Yale; Presbyterian minister, Burlington, Vt., 1908-1914, Boston, 1914-1926; Gen Off, Amer Fld Svc with Fr. Army, 1917---21.
Guynemer, Georges. Pilot, Apr 1915; Fr. pursuit pilot, Sq No. 3; Capt, 1917; C.O., Sq No. 3, Sep 1917; killed 11 Sep 1917; 53 official victories---11, 204.
Haddon, Julian B. Enlisted as private, Aviation Sig Corps, 1917; 2d Lt, 1918; 1st Lt, 1924; Air Corps Tac Sch, 1933; Industrial College, 1938; Brig Gen, AAF, WW II---107.
Haig, Douglas. Commissioned, Br. Army, 1881; Nile Campaign, 1898-1899; Boer War, 1900-1902; IG, India, 1903-1906; Maj Gen, 1904; Lt Gen, 1910, Knighted, 1913; C.G., 1st Army Corps, 1914; CINC all Br. Forces in Fr., 1915-1918; Fld Marshal, 1917; Earl, 1919---203.
Hall, James N. Grad, Grinnell College, 1908; Br. Army, 1915; Lafayette Escadrille, 1917; transferred early 1918 to US 94th Pursuit Sq; Capt, 103d Aero Sq, 1918; shot down, May 1918, POW (see his book High Adventure; see also Rickenbacker's Fighting the Flying Circus, pp 56-63, for a description of the air battle in which Hall was shot down); discharged Mar 1919; after WW I, distinguished author (Mutiny on the Bounty; Lafayette Flying Corps).---20n, 38, 76, 76n, 77n, 79n, 81n.
Hall, Melvin A. Grad, Princeton, 1910; Br. Army, 1914-15; pilot, RFC, 1916; Staff Off, Mitchell's Air Hq, Zone of Advance, 1917-Jan 1918; Maj, Mitchell's Staff, Air Svc, I Army Corps, Jan-Jul 1918; C.O., I Army Obsn Gp, Jul 1918; Wing C.O., Corps Obsn, First Army, Sep 1918; C.O., III Corps Air Svc, Nov 1918; Ass't Mil Attaché, London, 1919-22; Technical Consultant, Civil Aeronautics Bd---44, 76, 76n, 86, 87, 92, 107, 118, 144.
Hall, Mrs. Mother of Melvin Hall (q.v.)---118.
Hallowes, Henry Jardine. Br. Army; writer on mil subjects; Maj Gen, WW I---22.
Hambleton, John A. 1st Lt, 95th Pursuit Sq, 1918; Capt, 213th Pursuit Sq, July 1918; after the war, active in commercial aviation; killed in flying accident, 1929---85n.
Hamilton, Edgar G. Lt; Amer with Fr. Air Svc, Feb 1917; instr at Chateauroux and Tours; member, Aero Club---28.
Hammers, James S. Lt Col, Med Corps, AEF; C.O., Base Hosp No. 104, Nov 1918-May 1919---92.
Hand, Russell C. Maj, AEF, 1st Div; temp Lt Col, when killed in action, July 1918---159.
Handley-Page, Frederick. Br. designer of Handley-Page biplane; Dir of Handley-Page Ltd; C.B.E., 1918---7.
Handy, Mitchell. 2nd Lt, Dec 1917; AEF, March 1918-Sep 1919; 1st Lt, Nov 1918; Capt, May 1919; with Ordnance Depots, 92d Div, and 3d Army, 1918-19---188.

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Harbord, James G. 2d Lt, Cav, 1891; 12 years in Phil.; Army War College, 1917; CofS to Pershing, AEF, Jun 1917-May 1918; Brig Gen, C.G., 4th Marine Bde, May 1918; Maj Gen, C.G., 2d Div, Jul 1918; Comdr, SOS, Aug 1918-May 1919; Chief, Mil Mission to Armenia, Jun-Nov 1919; Deputy CofS, US Army, 1921-1922; ret 1922 as Maj Gen; Ch of Bd, Radio Corp of Amer, 1922---23, 53, 140, 140n, 204, 205n.

Harmon, Millard F. Grad, USMA, 1912; 1st Aero Sq, 1916; Pershing Pun Exp; pilot, 1916; Staff Off and Asst Chief, Zone of Advance, Air Svc, 1917-Apr 1918 (Lt Col); attached, 13th Fr. Pursuit Gp, 1918; C.O., 1st Prov Wg, Canal Zone, 1919-1920; Brig Gen, 1940; Maj Gen, 1941; C.G., 2d AF, Aug 1941-Jan 1942; CofS, Hq AAF, Jan 1943; C.G., 13th AF and C.G., AAF Pacific Ocean Area, 1943-1944; Deputy C.G., 20th AF, 1944-1945; lost on Pacific flight, 26 Feb 1945 (Lt Gen)---17, 30, 38, 74.

Harpignies, Henri. Noted Fr. painter and art collector; friend of Lahm's father---198.

Harries, Donald D. 1st Lt, with Br. 216th Sq, 1918; Observer, 155th Aero Sq, 1918-1919 (son of Brig Gen George H. Harries, DC Nat Guard, C.G. at Brest, 1918)---202.

Harrington, Fred. Close friend and neighbor of the Lahm's in Mansfield, Ohio; served in Fr. with Army QM, 1918---1, 146, 151, 154.

Harrington, Mary. Wife of Fred Harrington (q.v.)---1.

Harrison, Leland. Grad, Harvard, 1907; Secy in various Embassies, 1907-1915; with Amer Commission to negotiate peace, 1918; Asst Secy of State, 1922; State Dept and diplomatic positions through WW II---173.

Harter, Huntington. Mansfield, Ohio; one of Lahm's closest friends; son of Michael Harter, who was "best friend" of Lahm's father; trained by Fr. to be an off in their Cav; attached to US Embassy at beginning of WW I; after WW I continued to live in Paris; in WW II when Germans seized his apartment he returned to US, where he died---23, 34, 75, 103, 118, 158.

Hartman, Frederick S. 2d Lt, 354th Aero Sq; killed in crash, 7 Apr 1919---179n.

Hartney, Harold E. Canadian; Lt, Inf, 1914 in Eng.; RFC, 1915; shot down by Richthofen, Feb 1917, and severely injured; Oct 1917 made a US citizen, Maj in Air Svc, and C.O., 27th Aero (Pursuit) Sq; C.O., 1st Pursuit Gp, Sep 1918; 6 air victories but only 1 of them while with US; Lt Col and Chief of Tng, Hq Air Svc, 1920; resigned, 1921; technical advisor and consulting aeronautical counsel to numerous aviation companies---78n, 141, 144, 149, 151n, 161n, 183n.

Haskell, William N. Grad, USMA, 1901; Phil. Insur.; Army dirigible pilot, 1910; Gen Staff, 77th Div and G-3, IV Corps, 1 Sep 1918; Relief Admin, Russia and Armenia, with Herbert Hoover, 1919-1923; resigned, 1923 as Lt Col; C.G., NY Nat Guard, 1926-1941, as Maj Gen---73, 73n, 91, 97, 102, 123, 128, 142, 149, 150, 163, 175.

Haslett, Elmer. LLB, Univ of So Calif, 1917; Maj, Air Svc, Chief of Opns, 12th Obsn Sq, 1918; shot down and POW, Sep 1918 (Haslett tells the story of his last flight and imprisonment in his book Luck on the Wing); after he returned to Fr., Dec 1918, Mitchell made him his aide; discharged, 1920; Dir, La Guardia Fld, 1942---156.

Hatch, Henry J. Lt, 1898; Maj, 1916; Col, Arty, 1918; Brig Gen, June 1918---36, 121.

Hawker, Harry. Australian-born auto racer; test pilot for Sopwith (Eng.); with Comdr Grieve, on 18 May 1919, attempted to fly from Newfoundland to Ireland but forced to land at sea, rescued by a small ship; killed in an air crash, 1921---189, 189n.

Hawkins, Clyde E. Grad, USMA, 1895; Phil. Insur.; Col and C.O., 352d Inf Regt, 1918; 88th Inf Div, 1918; ret, 1928---197, 204, 205.

Hawley, Alan R. Stock broker; ret, 1910; balloon ascent as passenger with Frank S. Lahm before WW I; winner Natl Balloon Race, 1910, and Gordon Bennett Balloon Race, 1910; Pres, Aero Club of Amer, 1913-1919; permanent holder of Lahm Balloon Cup---205.

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Hay, William H. Grad, USMA, 1886; Brig Gen, 1917; C.G., 184th Inf Bde, Nov 1917-Oct 1918; Maj Gen, C.G., 28th Div, Oct 1918-Apr 1919; Gen Staff and CofS, Amer Forces in Ger., 1921-1922; ret, 1923, as Maj Gen---162, 173.
Hayward, Charles L. 1st Lt, Co D, 2d Balloon Sq, Oct 1917; Balloon Off, 1st Air Depot, Feb 1918; 4th Balloon Co, Jul 1918; AEF Balloon Sch, Aug 1918; C.O., 13th Balloon Co, Sep 1918; Aero Club of Amer---46, 95, 162, 188.
Headlam, Sir John E. W. Entered Br. Army, 1883; instr, Sch of Gunnery, 1892-1897; Maj Gen, 1915; wounded and 4 times mentioned in Despatches, WW I; ret, 1921---36.
Heater, Charles L. Lt, Air Svc; with Br. 8th Bde, 1918; US 168th Aero Sq, Aug 1918; Capt, C.O., 11th Aero Sq, and 11th Day Bomb Sq, Sep 1918---121.
Heffernan, Leo G. Grad, USMA, 1911; 1st Aero Sq in Pershing Pun Exp; Capt, C.O., 12th Aero Sq, 1917; Maj, C.O., IV Corps Obsn Gp, 1918; C.O., Second Army Obsn Gp, Nov-Dec 1918; IX Army Corps, 1918-19; ret, disabled, 1933---142n, 175.
Heintzelman, Stuart ("Tommy"). Grad, USMA, 1899; China Relief Exp; Phil. Insur.; Opns Sect, GHQ AEF, 1917; CofS, IV Corps, 1918; CofS, Second Army, Oct 1918; Brig Gen, 1918; Maj Gen, 1931; Comdt, Comd and Gen Staff Sch, 1929-1935. (Heintzelman and Lahm served together in the 6th Cav.)---17, 20, 39, 40, 87, 91, 141, 150, 152, 155, 156, 163, 177, 180, 181.
Heisen, Horace N. 1st Lt, 278th Aero Sq, Sep 1918; Capt, C.O., 278th Aero Sq, Nov 1918-1919---162.
Helmer, Phil F. 2d Lt, 8th and 354th Aero Sqdns, badly hurt in crash, 7 Apr 1919---179n.
Helmick, Eli A. Grad, USMA, 1888; Sp-Amer War; Phil. Insur.; Maj Gen, C.G., 8th Div, Sep 1918; C.G., Base Sect, Brest, 1918-1919; IG, US Army, 1921-1927; ret, 1927---204.
Hendricks, Rollin G. Capt, Med Corps, Aug, 1918; Base Hospital 91, Commercy, and 54th Pioneer Infantry, Nov 1918-March 1919---165.
Henry, Guy V. Jr. Grad, USMA, 1898; Phil. Insur.; Saumur Cav Sch, 1906-1907 (with Lahm); Comdt of Cadets, USMA, 1916-1918; Maj Gen and Chief of Cav, 1930-1934; Comdt, Cav Sch, 1935-1939; ret, 1939; active duty, War Dept, 1941-1947; Joint Bd for Defence of Canada-US, 1948-1954---177.
Hersey, Henry B. Weather Bureau, 1885-1932; Maj of Rough Riders, 1898; Lahm's asst in the first Gordon Bennett Balloon Race, 1906, which Lahm and Hersey won; succeeded Lahm, Sep 1917, as Comdr of the Balloon Sch, Omaha; Lt Col, Sig Corps, 1917; Balloon Div, Air Svc, Nov 1918; ret from Weather Bureau, 1932---16n, 149.
Hervé, M. Fr. painter, Le Mans---202.
Hill, Dudley L. Lafayette Escadrille; Capt, 103d Pursuit Sq, Jan-June 1918; 139th Aero Sq, Jun-Aug 1918; C.O., 138th Pursuit Sq, Aug 1918; C.O., 5th Pursuit Gp, 1-25 Nov 1918---20, 51, 143.
Hill, Kenneth P. 1st Lt, 5th Balloon Co, Dec 1917-Sep 1918; C.O., 24th Balloon Co, Sep 1918---161, 163.
Hill, Willard D. 1st Lt, 94th Pursuit Sq; shot down 27 May 1918---84n.
Hines, John L. Grad, USMA, 1891; Sp-Amer War; Phil. Insur.; Pershing Pun Exp; Brig Gen, C.O., 1st Inf Bde, Jan 1918; C.G., 16th Inf Regt; Maj Gen, C.G., 4th Div, Aug-Oct 1918; C.G., III Corps, Oct 1918-1919; Gen and CofS, US Army, 1924-1926; ret, 1932---51, 73, 184.
Hinman, George W. 1st Lt, 8th Balloon Co, May-Jul 1918; 12th Balloon Co, with US V Corps, Jul-Sep 1918; POW, Sep-Nov 1918---126, 154, 154n.
Hipwell, A. L. Amer dentist who practiced for many years in Paris; member Foreign Service Commission of Aero Club of Amer---182, 184.
Hirschauer, A. E. C.O., Batt of Balloons, Fr. Army, 1901; Inspector of Aeronautics, 1911; Dir, Air Svc, Ministry of War, Oct 1914; C.G., 18th Army Corps, Jun 1916; C.G., II Army, Dec 1917; after WW I, member Fr. Senate. (Hirschauer played a major role in establishing the Lafayette Escadrille)---62.
Hitt, Parker. Sig Corps, GHQ AEF, 1917; Col, Chief Sig Off, First Army, Aug 1918-1919; in Lahm's class at Army War College, 1919-1920---171.

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Hobbs, Horace P. Lt Col; IG, US 26th Div, 1918; Col, C.O., 101st Inf. Regt, 1918---62.
Hoche, Maj. US Mil Post Off, Fr.---174.
Hoffman, William W. In Eng., representing Rockefeller Foundation, 1917; Capt, Air Svc, AEF, Chaumont, Jun 1917; Maj, 1918; returned to States, May 1918---17, 48.
Hogan, William S. Member, Aero Club of Amer; Secy, Chamber of Commerce, US---189.
Hogg, Rudolph E. T. Brig Gen and C.O., Br. Eastern Tng Bde, 1917, and No. IX Bde, 1918; with Br. Air Arm, Army of Occupation, 1919; resigned 1919---167.
Huard, Mme. Frances (Wilson). Writer. Daughter of Francis Wilson (q.v.)---4n.
Hubbard, Gardiner G. (?) Grad, Harvard, 1900; early flyer; Belgian Ambulance Corps, 1914-1915; Lt, RFC, fall, 1915; in combat to spring, 1916; instr and other RFC/RAF positions, 1916-1918; established a coast patrol in Devon, Eng., summer, 1918---88.
Hubbell, James W. Maj, Sig Corps, 1917; Lt Col, Oct 1918; AEF, Aug 1917-Sep 1918; Signal Off, 16th Div, Oct, Nov 1918---57.
Huffer, John W. F. M. Maj, Lafayette Flying Corps; Maj US Air Svc, Feb 1918; C.O., 94th Pursuit Sq, Mar 1918; 1st Air Depot, May 1918; C.O., 93d Pursuit Sq, Jul-Nov 1918; C.O., 3d Pursuit Gp, Nov 1918---59, 60, 80, 86, 88.
Hughes, William N., Jr. Lt Col, Asst CofS, 42d Div, 1917; Col, G-3, later CofS, 42d Div, 1918---49.
Hull, John A. Grad, Iowa State, 1895, 1896; commissioned Maj, JAG, 1901; Col, 1911; Judge Advocate, SOS, AEF, 1918; Finance Off, SOS, 1918-1919; member, Advisory Liquidation Bd, Fr., 1918-1919; Judge Advocate, US Army, 1924-1928---203.
Hunt, Ora E. Grad, USMA, 1894; Phil. Insur.; instr, USMA, 1908-1912, 1914-1917; Col, 18th Inf Regt, AEF, 1918; Brig Gen, C.G., 6th Bde, Aug 1918; ret, 1923; editor and author, 5-volume Photo Hist of Civil War---133, 135.
Huntington, Frederick Dan. Capt, 1st Air Depot; later, Secy of Cornell Univ.---39, 48.
Husson, Lt. Balloon off, Fr. Balloon Svc---54.
Hutchison, J. T. Lt, Trans Off, Hq 2d Army Air Serv, Nov 1918---143.
Hutton, W. H., Jr. Maj, Production Div, Off Chief Sig Off, 1917; Lt Col, Materiel Div, Air Svc, Wash, D. C. 1918---78.
Hyatt, Robert L. Grad, USMA, 1912; Fld Arty, AEF, 1918; Arty Off, VII Corps, and Air Support Off, Hq 21st Army Gp, European Theater, WW II; ret, 1948 as Col---47, 55.
Illich, Jerry T. 1st Lt, 278th Aero Sq; accidentally killed 7 Apr 1919---179n.
Ireland, Merritte W. M.D., Jefferson Med Coll, 1891; Cuban Camp; Phil. Insur.; Med Off (Lt Col) accompanied Pershing to Fr., Jun 1917; Maj Gen and Asst Chief Surgeon General Aug-Oct 1918; Surgeon Gen, US Army, Oct 1918-1931. (Ireland was present at Ft Meyer, Va., Sep 1908, when Orville Wright and Lt Thomas E. Selfridge crashed in Wright's plane; Selfridge was the first military man killed in a plane crash.)---17.
Irwin, George LeR. Grad, USMA, 1889; Phil. Insur.; Brig Gen, 1917; C.G., 161st Fld Arty Bde, 1917; C.G., 57th Fld Arty Bde and 2d Fld Arty Bde, 1918; Maj Gen, C.G., 41st Div, 1918; Comdr, Fld Arty Sch, 1923-1928---47, 54.
Isaac, Capt. C.O., Fr. 54th Balloon Co---36, 39, 43.
Jackson, Thomas H. Grad, USMA, 1899; Col in Engr Supply, AEF; Brig Gen, 1928; ret, 1937---81.
Jacob, Maj. Member, Roumanian Riding Team, Interallied Games, Paris, 1919---200, 201, 202.
Jacobs, M. Belgian member of FAI---188.
James, Alexander L., Jr. Grad, USMA, 1908; Cav. Gen Staff GHQ AEF, 1918; ret, 1920 as Maj---103, 187.
Janets, Emile. Fr. balloon pilot who took Lahm up on Lahm's second ascension, summer of 1904; close friend of Lahm's father; Aero Club of Fr.; in Fr. Balloon Svc, WW I---23, 202.

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Jenkins, Comdr. Br. Navy; purchased planes in US for Br. Govt; representative of Lord Northcliffe in Fr., 1918---49, 50, 51.
Jenkins, James W. Lt; Second Army Air Svc---169.
Jenner, Mrs. Emma ("Mother Jenner"). Mother of Lahm's first wife, Gertrude; Mansfield, Ohio---1.
Jennings, Hollace H. 2d Lt, Jan, 1918; Hq, Balloon Svc, Colombey, 1918; 1st Lt, C.O., 8th Balloon Sq, Nov 1918---46, 56.
Joffre, Joseph. 2d Lt, Franco-Prussian War; campaigns in Far East and elsewhere, 1874-1897; Brig Gen, 1901; CINC all Fr. Forces, 1911; Chief of Gen Staff, 1914; CINC all Fr. and Br. Troops on Western Front, 1914; Supreme Comdr all Fr. Armies, 1915; relieved, 1916; ret as Marshal 1917; died 1931---203, 204.
Johnson, Byron T. Lt; Asst Adj, US Balloon Sch, AEF, Nov 1918; Adj, Balloon Gp, VI Army Corps, Dec 1918---159.
Johnson, Davenport. Grad, USMA, 1912; 1st Lt, 1st Aero Sq, 1916; Staff Off, Aviation Off, AEF, Jun 1917; C.O., 95th Aero Sq, Mar 1918; Lt Col, 1918; C.O., 2d Pursuit Gp, Jun-Nov 1918; C.G., Caribbean AF, 1941-1942; C.G., 2d AF, 1943; C.G., 11th AF, 1943-1944; ret, 1945, as Maj Gen---50, 50n, 91, 97, 144, 182.
Johnson, Gordon. With Lahm at Ft Riley; Staff, GHQ AEF, 1918; Lt Col, CofS, 82d Div and VII Corps, 1918---102, 174.
Johnson, Mme. YMCA singer---17.
Johnson, Thomas Marvin. Grad, Hobart, 1913; editorial staff, NY Sun, 1914-1921; war corres, AEF, 1917-1918; mil writer; author Without Censor; New Light On Our Greatest World War Battles---28, 76.
Johnson, Wait C. Col, Chief Athletic Officer of AEF, 1918-1919; good tennis player; in the Inf at Texas City in 1915, where Lahm knew him---205.
Johnson, Walter. Pitcher for the Washington Senators; one of the greatest pitchers of all times--206.
Johnson, William O. ("Jap"). Grad, USMA, 1890; Phil. Insur.; Moro Exp; Instr. Languages, USMA, 1904-08; several tours in Phil.; Col, 1917; Brig Gen, C.G., 13th, 80th Inf Brig, 1918-1919---155.
Johnston, Edward N. ("Mathy"). Grad, USMA, 1901 (Lahm's roommate his last 2 years at USMA); Asst Chief, Chemical Warfare Svc, AEF; ret, 1930 as Col---75, 178.
Johnston, William H. 2d Lt, 1883; grad Inf and Cav Sch, 1887, Wash Univ, 1897, Army War College, 1908; Phil Insur.; Brig Gen, 1917; Maj Gen, C.G., 91st Div, Aug 1918; Gen Staff College, 1919; CofS, US Army in Ger., 1920-1921---175.
Jones, Byron Q. Grad, USMA, 1912; grad, Sig Corps Flying Sch, 1914; Lt, 1st Aero Sq, 1915; attended MIT, 1915-1916; set several world's duration records for airplanes, and awarded Mackay Trophy, 1915; performed first deliberate stall and stalled loop; Hq Air Svc, Wash., DC, during WW I; transferred to Cav, 1939; ret, 1944 as Col---83, 206.
Jones, Carlton C. 1st Lt, Nov 1917; Adj, V Corps Balloon Gp, 1918; Capt, Nov 1918; Wg Comdr of Balloons, Second Army Air Svc, 1918-1919---143, 160, 163, 165, 174.
Jones, Dr. US doctor in Paris; member Aero Club of Amer---203.
Jones, Fred M. Lt Col, Hq Asst Ch of Air Service, 1918; C.O., 1st Air Depot, May-Nov 1918---76, 77.
Jones, Isaac H. Dr. (Lt Col) who, with Lt Col Theodore Lyster, was instrumental in establishing Flight Surgeons in the Air Svc in WW I; arrived Fr., Nov 1917---188, 189.
Jones, James S. ("Jimmy"). Grad, USMA, 1903; Chief of Personnel Div, Adj Gen Off, 1917-1918; Asst Adj Gen, GHQ AEF, 1918-1919; Brig Gen, Organized Reserve Corps, 1923; Pres dept store, Wheeling W. Va., 1923-; director several mfg cos---187.
Joralemon, Ira B. Grad, Harvard 1905, 1907 (M.A.); experienced mining engr; accompanied Foulois to Fr., Nov 1917; Capt, handled supplies and prepared air-dromes for Mitchell's planes in the St Mihiel Offensive of Sep 1918; First Army Air Svc, 1918; Equipment Off (Maj), Third Army, Nov 1918; construction engineer and geologist; dir of several mining firms---41, 48, 53, 56, 59, 77, 80, 82, 84, 121, 147.

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Jordan, Harry B. Grad, USMA, 1901; Col, Dep Chief of Ordnance, AEF, 1918; Amer Forces in Ger., 1919; Dir, Army Industrial College, 1934-1938---94.
Jouett, John H. Grad, USMA, 1914; Maj, Jul 1917; Asst Chief, Balloon Sect, Air Svc (Paris), Nov 1917; C.O., IV Corps Balloons, Jul 1918; C.O., Balloon Wg, Second Army Air Svc, Oct 1918; key staff positions, Hq Air Corps, 1920's; resigned 1930; Pres, US Aero Chamber of Commerce, 1938---23, 29, 29n, 31, 38, 41, 43, 59, 60, 103, 142, 143, 151, 154, 158, 159, 163, 165, 184.
Kallock, Parker C., Jr. Grad, USMA, 1910; Gen Staff, 35th Div, 1918; G-2 Sect, Second Army, 1918; resigned as Maj, 1923; active duty, WW II, as Col, AAF; C.O., Provost Marshal Sch; C.O., Hq Troops, Paris 1944---152.
Kapferer, Henri. Fr. engr; purchased first Fr. Voisin plane; between 1907 and 1921 constructed and flew 44 dirigibles; member, Aero Club of Fr.---28, 189.
Kelleher, William P. Capt, 1917; Adj, First Army Air Svc, 1918; Maj, 1918---87.
Kellogg, Miss Fredericka. Married John H. Jouett (q.v.) at Toul, 1 Feb 1919---159, 160, 165.
Kellogg, Stuart W. 1st Lt, Oct 1917; Co B, 2d Balloon Sq, Oct 1917; with Fr. 48th and 57th Balloon Cos, Feb-Mar 1918; instr, US Balloon Sch, Mar-Sep 1918; observer, 69th Balloon Co, Sep-Nov 1918; Capt, C.O., 11th Balloon Co, Nov 1918---43, 93.
Kelly, John M. 1st Lt, C.O., 24th Aero Sq (Army Obsn), 1 May-1 Aug 1918; Capt, AEF---89.
Kenly, William L. Grad, USMA, 1889; Sp-Amer War; Phil. Insur.; Aide to Gen Arthur MacArthur, 1900-1901; Mex Border, 1914-1915; Sig Corps Flying Sch, 1917; Brig Gen, 1917; Chief of Air Svc, AEF, Sep-Nov 1917; Maj Gen, Dir of Mil Aeronautics, 1918-1919; ret, 1919---17, 17n, 23, 28, 29n, 32n.
Kennedy, Chase W. Grad, USMA, 1883; Sp-Amer War; Phil. Insur.; Maj Gen, C.G., 85th Div, Feb 1918-Apr 1919; ret, 1922 as Brig Gen; Maj Gen, ret, 1930---38.
Kenney, George C. Student, MIT, 1907-1911; flying tng, Jun-Nov 1917; 1st Lt, Nov 1917; Tng Sch, Issoudun, Fr., 1917-1918; 91st Aero Sq, Feb-Nov 1918; C.G., 4th AF, 1942; C.G., 5th AF, 1942-1945; C.G., Far East Air Forces, Jun 1944-Sep 1945; C.G., SAC, 1946-1948; C.G., Air University, 1948-1951; ret, 1951, as Gen---38.
Kerfoot, Benjamin H. 2d Lt, 1901; Maj, 1917; Col, Oct, 1918---150.
Kerney, James F. Member, US Committee of Public Information; ed, Trenton Evening Times; Judge, N.J. Court of Errors and Appeals---103.
Kerr, Winfield S. Grad, Law, Univ of Mich, 1879; Mich State Senate, 1888-1892; Member of Congress, 1895-1901 (appointed Lahm to USMA)---75.
Kerth, Monroe C. Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Moro Exp; Mil Attaché to Russia, 1917-1918; Col, Gen Staff, GHQ AEF, 1918; Deputy CofS, First Army, Sep 1918; ret as Col, 1929---123.
Keyes, Jack. In 6th Cav with Lahm in Phil., 1901-1903, and on Mex Border, 1914-1916; AEF, 1918-1919---203.
Kilbourne, Charles E. Grad, VMI, 1894; 2d Lt, 1898; Sp-Amer War; Phil. Insur.; Medal of Honor, 1899; China Relief Exp; Gen Staff, 1911-1913, 1915-1919; CofS, 89th Div, Mar-Oct 1918; Brig Gen, C.G., 36th Arty Bde, Oct-Nov 1918; C.G., 3d Inf Bde, Nov 1918-Feb 1919; faculty, Army War College, 1920-1921; author of books for boys; ret, 1936; Supt., VMI, 1937---165.
Kilbreth, John William. Grad, Harvard, 1898; commissioned Lt, 1898; Phil. Insur.; grad various Army schools; First Army Arty, 1918, as Col and Brig Gen; C.G., 55th Fld Arty Bde, Oct 1918-Feb 1919; ret, 1922---152.
Kilner, Walter G. Grad, USMA, 1912; grad, Sig Corps Flying Sch, 1915; Pershing Pun Exp; C.O., 496th Aero Sq, Oct 1917; C.O., Issoudun Flying Sch, 1918; Chief of Tng Sect, Air Svc, Apr 1918; Col, 1918; Exec Officer, Air Service, 1924-25; ret, 1939---90, 124.
Kimball, Louise. Distant cousin of Lahm's; he saw much of her family in Kansas City when he was stationed at Ft Riley. Miss Kimball married Bruce Brooks, a lawyer of Hempstead, Long Island, NY---179, 187, 188, 191, 196, 203, 204.

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Kincaid, Alvan C. Grad, Franklin College, Ind; 1st Lt, Inf Reserve, 1917; 91st Aero Sq, 1918-1919; 1st Lt, Air Svc, 1920; C.O., Army Air Base, Roswell, New Mex, 1941-1942; G-3, West Coast AAF Tng Ctr, 1942-1943; Brig Gen, C.O., 37th Tng Wg, 1943; ret as Maj Gen---155.

Kindley, Field E. Trained by British, 1917; 65th RAF Sqdn, May 1918; Flt Comdr, 148th Aero Sq, July 1918; Capt, C.O., 141st Aero Sq, 1919; shot down 12 enemy aircraft; C.O., 94th Aero Sqdn, 1920; killed in air crash, Feb 1920---153, 157, 185, 188.

King, Edward L. Grad, USMA, 1896; Phil. Insur.; Col, CofS, 28th Div, 1917-1918; CofS, 1st Div, 1918; C.G., 65th Inf Bde, 1918-1919; CofS, Second Army, 1918; Maj Gen at time of death, 1933---40, 152.

King, James N. 1st Lt, Chaplain, 310th Inf of 78th Div, 1918; Distinguished Service Cross, Sep 1918; Capt, March 1919---136.

Kirby, Maxwell. Grad, Sig Corps Flying School, 1916; Maj; 94th Pursuit Sq, 1918; 10 Nov 1918 shot down last Ger. plane to be destroyed by a member of the 1st Pursuit Gp, most probably the last by a member of the Air Service; C.O., 5th Pursuit Gp, 25 Nov 1918-1919---143, 149, 159, 160, 164, 166, 173, 175, 177, 180, 185.

Kirkendall, Freeman B. 2d Lt; 163d Aero Sq, Second Army Air Service---183n.

Kirwan, Thomas A. Pvt, Mex Border, 1916; 2d Lt, Fld Arty, Jun 1917; 1st Lt, Observer with French Air Svc, Nov 1917; Observer, 88th Obsn Sq, May-Jun 1918; Capt, 90th Obsn Sq, Jun-Aug 1918; Opns Off, Air Svc, Fourth Army Corps, Sep 1918; Army of Occupation, Ger., Nov 1918-Mar 1919---93.

Kobbé, Herman. Lt, 1908; Capt, 1917; Maj, 1918; member US Riding Team, Interallied Games, Paris, 1919---197.

Koenig, Ira R. 1st Lt, Co B, 2d Balloon Sq, Nov 1917; C.O., 2d Balloon Co, Aug 1918-July 1919; Capt, Nov 1918; Aero Club of Amer; Col, C.O., Sheppard Fld, WW II---44, 188.

Krech, August M. Maj, 120th Fld Arty Regt; Lt Col, Dec, 1918---95.

Krogstad, Arnold N. Grad, USMA, 1909; grad, Sig Corps Flying Sch, 1917; in US during WW I except for liaison work in Fr.; Brig Gen, 1938; C.G., 2d Wg, GHQ AEF, 1938-1941; C.G., 1st AF, 1942; C.G., 5th District AAF Tech Tng Comd, 1942-1944; ret, 1944, as Brig Gen---93.

Krout, Ray W. Lt, 148th Pursuit Sq, 1917-1918; 135th Aero Sq, 1918; Hq Second Army Air Svc, 1918-1919; pilot NY Nat Guard after WW I; killed in flying accident, 1938---156, 159, 160, 163, 164, 165, 167, 168, 169, 177, 178.

Krueger, Walter. Lt, 1901; Maj, 1917; Lt Col, June 1918; G-3, 26th Div, 1918; G-3, IV Army Corps and VI Army Corps, 1919; several times WD Gen Staff, 1920's and 30's; C.G., 6th Army 1943-46; ret full general, 1946---166.

Kuhn, Joseph E. Grad, USMA, 1885; Pres Army War Coll, 1913; Brig Gen, Asst CofS, US Army, 1917; Maj Gen, C.G., 79th Div, 1917-1918; ret, 1925, as Maj Gen; distinguished engineer---38, 140, 161.

Kuhn, William R. 1st Lt, 41st Pursuit Sq, 1917-1918; Capt, 1918---38.

Kurtz, Paul B. 1st Lt, pilot, 94th Pursuit Sq; accidentally killed May 1918---81, 81n, 84.

Ladd, John M. MD, George Washington, 1916; 1st Lt, 1918; Capt, 1919; in Med Corps, AEF; Evac Hosp No 31, 1918-19---97, 97n.

Lagen, Marc. 1st Lt, Air Svc, AEF, Nov 1917; with Fr. Balloon Cos, 54th and 36th, Jan-May 1918; US Balloon Sch; 6th Balloon Co; Opns Off, First Army Air Svc, Aug 1918; Actg C.O., Army Balloons, 1919---54.

La Guardia, Fiorello. Grad, NY Univ, 1910; lawyer; 1st Lt, Aviation Svc, 1917; Maj and C.O., 8th Centre Aviation Sch and Amer Flying Force, Italy, 1917-1918; H. of R. 1917-19, 1923-33; Mayor, NY City, 1934-1945; Dir Gen, UNRRA, 1946---184.

Lahm, Dorothy. Wife of Lahm's first cousin, Robert (q.v.)---205.

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Lahm, Frank S. Father of Frank P. Lahm and Katherine Lahm Parker; born 1846; lived in Mansfield, Ohio, at time of marriage to Adelaide Purdy, 1875; because of health moved to Fr., 1880; European Agent, Remington Typewriter Co (Paris), 1881-1906; made his first balloon ascent, St. Cloud, 1902, and took Frank P. Lahm on his first balloon trip, 1904; active in Aero Club of Amer and FAI, 1907-1931; Knight of Legion of Honor (Fr.), 1924; Civ Tech expert, US Balloon Div, WW I; died, 1931, in Paris; buried with mil honors in Mansfield, Ohio---1, 21n, 89, 118, 118n, 155, 158, 161, 163, 164, 170, 171, 181, 186, 188, 189, 190, 198, 202, 203, 204.
Lahm, Gertrude. Lahm's first wife, the former Gertrude Jenner, who died of pneumonia in 1931---20, 181, 196, 197, 198, 205, 206.
Lahm, Robert. Son of Charles Lahm, brother of Frank S. Lahm (q.v.); first cousin of Lahm---79.
Lalame, Comdt. Head of Fr. Colonial Air Svc---189.
Lamb, Mr. SOS, US Air Svc---23.
Lambe, C. L. Gp Capt, RAF; exponent of long-range bombardment---79, 79n.
Lambert, Comte Charles de. Taught to fly by Wilbur Wright in Fr., 1909; Aero Club of Fr.; Capt, member, Fr. Mission with AEF---48.
Landis, Reed G. Attached to 40th Sq, RAF, 1917; Maj, C.O., 25th Pursuit Sq, Sep-Dec 1918; Capt, 1918; shot down 10 enemy aircraft; Col, C.O., 1st Troop Carrier Command, 1943. (Son of the distinguished Judge Kennesaw M. Landis.)---151, 157, 161, 162.
Langley, Dr. Samuel P. Secy of Smithsonian Institution, 1887-1906; one of first Americans to attempt to build a flying machine equipped with a motor; in 1903 made two attempts to fly his plane, both ending in failure, but in 1914 Glenn Curtiss, after making several structural changes, flew the plane---55.
Lanphier, Thomas G. USMA, 1914; Maj, Air Svc; Issoudun, Sep 1917; C.O., Issoudun, Dec 1918; resigned, 1928; Col, WDGS, 1942-45---172.
Larned, W. A. Member, Secy of War Baker's Bd which visited Fr. in Mar 1918---51.
Lassiter, William. Grad, USMA, 1889; Sp-Amer War; Tac Off, USMA, 1900, when Cadet Lahm was in comd of a cadet company; Col, Mil Attaché, London, 1916-1917; Brig Gen, C.G., Base Sect No 3, LofC, 1917; C.G., 51st Fld Arty Bde, Oct 1917-May 1918; Maj Gen, Chief of Arty, I Corps, and Second Army, 1918; C.G., 32d Div, Nov 1918; G-3, War Dept, 1923 (Lahm was his Exec Off); C.G., several Corps Areas, 1920's---7, 88, 106, 118, 123, 146, 184, 205.
Laughlin, Irwin B. Secy, US Embassy, London, 1912-1919---118, 118n.
Laumont, Mlle. Peasant girl, Pannes, Fr.---162.
Laumont, Mme. Frenchwoman of Nancy---162.
Lausanne, M. Editor, Le Matin, a distinguished Fr. newspaper---180.
Law, Hugo B. 2d Lt, 638th Aero Sq, 1918-1919; detailed by Lahm as editor of the Second Army Air Service History, published in 1919; 1st Lt, 1101st Aero Sq, Apr 1919---183, 183n, 188, 189, 190.
Lawrence, Edward A. 2d Lt, pilot, 147th Pursuit Sq, Mar-Jun 1918; killed in crash, 4 Jun 1918---87, 87n.
Lawrence, Sir Walter. Trenchard's Br. Air Svc Hq; liaison with US Air Svc---103, 145, 146.
Lay, Harry R. Maj, 5th Marine Regt, 1917; Lt Col, Adm, 4th (Marine) Bde, Oct 1917-Aug 1918; IG, Second Div, Aug 1918---184.
Leasure, Shelley. Lt Col, Air Svc, AEF; Chief, Admin, Advance Sect, Air Svc, 1917-May 1918; Chief, Photo Off, Air Svc, May 1918---66, 123.
Le Blanc, Alfred. Fr. airplane pilot; learned to fly, 1909; in WW I pilot instr at Dijon; member, Aero Club of Fr.---28.
Lee, Harry R. Grad, USMA, 1889; Phil. Insur.; Lt Col, 1916, Col, 1918; 18th Inf Regt; ret as Col, 1922---127.

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LeJeune, John A. Grad, USNA, 1888; Sp-Amer War; Vera Cruz Exp; C.O., Quantico, 1917, as Brig Gen; C.G., 64th Inf Bde, 4th Marine Bde, 1918; Maj Gen, C.G., 2d Div, Jul 1918-Aug 1919; US Occupation Forces, 1918-1919; Comdt of Marine Corps, 1920-1929; ret, 1929; Supt, VMI, 1929-1937---184, 204.
Lemoine, Lt. Balloon Off, Fr. Air Svc---48, 49, 53.
Lentz, James E. 1st Lt, US Balloon Co "C," 1918; Balloon and Winch Instr, Balloon Sch, Camp de Souge---35.
Le Tourneur, Capt. Fr. dirigible designer; head of Balloon Dept at Chalais Meudon---18.
Lewis, Birdseye. 1st Lt, Air Svc, 1917; asst to Maj T. F. Dodd (q.v.) after Dodd was appointed first Aviation Off, May 1917, and accompanied Pershing to Fr., Jun 1917; on Mitchell's staff, 1917; Maj, 1918; died in Fr. during WW I---17.
Lewis, David W. Lt, pilot, 25th Pursuit Sqdn---153n.
Leygues, Georges. Member, Fr. Cabinet, 1919; Pres of Fr. Council, 1920-1921---199.
Liggett, Hunter. Grad, USMA, 1879; Phil. Insur.; Maj Gen, C.G., 41st Div, Sep 1917; C.G., I Corps, Jan 1918; C.G., First Army, Oct 1918; Lt Gen, Nov 1918; ret, 1921. Liggett was one of the few air-minded US Generals of WW I---30, 39, 57n, 87, 130.
Likens, Everett R. Lt, 4th Balloon Co, 2d Balloon Sq; 10th Balloon Co, Sep 1918---37.
Lincoln, Charles. Col, Deputy G-1, GHQ AEF, 1918-1919; G-1, GHQ AEF, Apr 1919---38.
Lindeman, Edward H. 2d Lt, 150th FA Regt, 67th Inf Bde, on duty with Fr. 73d Balloon Co---49.
Lindencrone, L. de Hegermann ("Lillie Moulton"). Singer and author---32.
Lindsey, Julian R. Grad, USMA, 1892; Tac Off and riding instr at USMA while Lahm was cadet; China Relief Exp; Pershing Pun Exp; Brig Gen, C.G., 164th Inf Bde, May 1919---92, 99, 101, 171.
Lionville M. Paris attorney---75.
Lippincott, Aubrey. Capt, Aero Personnel Div, Off Chief Sig Off, 1917; Col, C.O., St Maixent, Jun-Nov 1918; C.O., Tours, 1919---172.
Lister, Ralph B. Lt, 1901; Maj, 1917; Lt Col, 1917; Adj, I Corps Sch, 1917---33.
Littauer, Kenneth P. Lafayette Flying Corps; Capt, transferred to 88th Obsn Sq, Feb 1918; C.O., 88th Obsn Sq, July-Sep 1918; C.O., III Corps Obsn Gp, Sep-Oct 1918; Maj, Chief of Air Svc, III Army Corps, Oct-Nov 1918; after WW I, editor of Colliers; literary agent---93.
Lochridge. P. D. Grad, USMA, 1887; Sp-Amer War; Gen Staff, 1915; Brig Gen 1917; Head of Div of War Plans, 1918; Interallied War Council, 1918-1919; ret, 1919 as Col; Brig Gen, ret, 1930---153.
Locke, W. J. Author---3, 4.
Logan, James A. Sp-Amer War; Phil. Insur.; Capt, US Army, 1901; grad, Army War College, 1912; Chief, Amer Mil Mission with Fr. Army, 1914-1917; Col and G-1, GHQ AEF, Jun 1917-Aug 1918; resigned, 1919; later, adviser to Hoover and other relief agencies, and in State Dept---17, 18.
Louis, Lt. Fr. Antiaircraft Arty---93.
Louise. Frenchwoman who ran Lahm's Mess in Colombey---44, 80, 91, 119.
Lovell, Walter. Lafayette Escadrille; Maj, GHQ AEF, Oct 1917-Jul 1918, in charge of assigning personnel for Air Svc sqs; sent back to States, Jul 1918, for purposes of instr; resigned, 1919---20, 22, 43, 76, 80, 82, 83, 84, 86, 96, 172, 182, 185.
Lowry, H. D. 2d Lt, 100th Aero Sq, Second Army Air Service---183n.
Luberoff, George. Maj, QM, First Army, Jul 1918; Lt Col, 1918---103, 120, 122, 141.

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Lufbery, Raoul. Lafayette Escadrille; Maj, US Air Svc, Jan 1918; Tng Off, 1st Pursuit Orgn and Tng Ctr, Jan 1918; Instr, 94th Aero Sq, Feb 1918, where his qualities of leadership did much to make it an outstanding unit; 17 victories, all with Lafayette Escadrille, but killed before he had won any victories with the US Air Svc. (There is reason to believe that he shot down one or two enemy planes while with the US 94th but none was confirmed.) For his death, and for Lahm's work to place a marker near where he fell, see entries of 19, 20 May 1918; 17, 31 May 1919; 2, 3, 4, 7 Jun 1919---20, 34, 59, 59n, 79, 79n, 80, 81, 81n, 157, 182, 182n, 188n, 191, 192.
Luke, Frank, Jr. Lt, 27th Pursuit Sq; second ranking US "ace" with 18 victories; shot down and killed after landing, 29 Sep 1918; Medal of Honor---161n.
Lundy, Fred. 6th Cav, Trumpeter, 1914-17; Sgt, with Lahm in Tex, 1915; 7th Inf Regt 1918---127.
Lyon, Col. C.O., I Corps School, 1917---33.
Lyster, Henry L. Capt, 94th Pursuit Sq, Mar 1918; Adj, 1st Pursuit Gp, Aug 1918---149.
Lyster, Theodore C. "Father of Aviation Medicine in America"; M.D., Univ of Michigan, 1889; Lt, Med Corps, 1900; designated first Chief Surgeon, Air Svc, AEF, Dec 1917-Apr 1918; Lt Col, Chief of Med Sect, Air Div, Sig Corps, 1918; Col, 1919; resigned 1919; practice in Los Angeles, 1920---37.
Lyster, T. L. B. Maj, Construction Dept, Air Svc, 1917; Chief of Construction, Air Svc, Sep 1917; Chief, Air Svc, Designs and Project Sect, 1918---56, 103, 182.
MacArthur, Douglas. Grad, USMA, 1903; Vera Cruz Exp; CofS, 42d Div, Sep 1917-Aug 1918; Brig Gen, C.G., 84th Bde, Aug 1918; C.G., 42d Div, Nov 1918; Supt, USMA, 1919-1922; Maj Gen, 1925; C.G., Phil. Island Dept, 1928-1930; CofS, US Army, 1930-1935; Fld Marshal, Phil. Army, 1936; ret, 1937; Comdr, US Forces in Far East, 1941-1951, as Gen; ret, 1951---49, 49n, 61.
Mackall, Samuel T. Maj, G-2, 26th Div, 1918; Lt Col, G-2 VI Corps, 1918---166.
MacNab, Alexander J. ("Sandy"). Col, US Army; expert rifle shot---202.
MacNeece, W. F. C.O., No 2 Kite Balloon Sect, RNAS, 1915, No 2 Kite Balloon Sq, 1916; Lt Col, C.O., 2d Balloon Wg, RFC, 1917; Br. Air Rep to League of Nations, 1926-1929; C.O., No I Gp, 1929-1934; ret, 1937; active duty and C.O., No 6 Bomber Gp, 1939; RAF Delegation to US, 1942-1945; ret, 1946 as Air Vice Marshal (in 1927 he adopted the surname Foster)---12, 13.
McAndrew, James W. Grad, USMA, 1888; Sp-Amer War; Phil. Insur.; Brig Gen, 1917; Head of Army Gen Staff College (Langres), 1917-1918; CofS, GHQ AEF, May 1918-May 1919; Maj Gen, 1920; Comdt, Army War College, 1919-1920 (while Lahm was student); died 1922---132.
McCabe, E. R. Warner. 2d Lt, 1900; Phil. Insur.; Pershing Pun Exp; Staff and Line Duty, Fr. and Ger., 1917-1919; Mil Attaché, Prague, Rome, 1920-1926, Rome, 1931-1933; Chief, Mil Intel Div, Gen Staff, 1937-1940; ret, 1940; active duty, 1943-1946; Brig Gen, 1944---150, 168.
McCaskey, Garrison ("Garry"). Lt, 1898; Maj, 1917; Lt Col, 1917; Col, July 1918---157.
McCawley, John H. 1st Lt, Sep 1917; C.O., Co D, 2d Balloon Sq, Nov 1917; Capt, C.O., Balloon Gp (5 companies), Oct 1918; returned to US, Nov 1918; discharged, Jan 1919---49, 60, 90, 101, 118.
McClean, Francis K. Br.; balloon flight, 1907; flew with Wilbur Wright, 1908; Pilot License No 21; RNAS, 1914, as Chief Instr, Eastchurch; Chairman, Royal Aero Club, 1923-1924, 1941-1943, and Vice Pres, 1923; knighted, 1923, for services to aviation---189.
McCleave, Robert. Enlisted as Pvt, Inf, 1894; Sp-Amer War; Phil. Insur.; G-3, First Army, Aug 1918; Col; CofS, 3d Div, Oct 1918; Brig Gen, 1929---131, 132.
McClintock, Comdr. US Navy---88.

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McCloskey, Manus. Grad, USMA, 1898; Phil. Insur.; China Relief Exp; Col, 1917; C.O., 12th Fld Arty Regt, 1918; Brig Gen, C.G., 152d Arty Bde, 1918; Gen Staff, Sixth Army Area, 1921-24; various command positions, 1924-1938---184.
McCormick, Miss. Member McCormick reaper family; clerical worker, Air Svc, First Army---88, 89, 90, 93, 97.
McCoy, Frank R. Grad, USMA, 1897; Sp-Amer War; Phil. Insur.; Aide to Gen Wood, 1903-1906, during Moro Exp; Mil Attaché, Mex, 1917; Maj and Col, Secy Gen Staff, GHQ AEF, 1917-May 1918; C.O., 165th and 69th Inf Regts, 1918; Brig Gen, C.G., 63d Bde, 1918; Dir Gen of Transportation, AEF, 1918-1919; member Mil Mission to Armenia, 1919; Maj Gen, 1929; C.G., 4th and 7th Corps Areas, 1929-33, and Second Corps Area, 1936-38---18.
McCoy, James C. Taught by Lahm in 1906 to fly balloons; with Charles deF. Chandler won first Lahm Balloon Trophy, 1907; Pres, Aero Club of Amer, 1908; Capt, Balloon Div, Aviation Sect, Wash, DC, July 1917; head of Personnel Dept, Balloon Sect, Sig Corps, Nov 1917; member, Joint Army-Navy Airship Bd, 1918---1.
McCoy, William H. Chief Remount Officer, Second Army, Nov 1918---173, 175.
McCreery, Frank P. C.O., 19th Aero Sq, Oct 1917-Feb 1918; ferry pilot; killed in air collision, 11 May 1918---74, 76.
McDonald, Harry. Pvt, "H" Co, 18th Inf Regt; killed in action, Sep 1918---46.
McDonald, Capt. C.O., Motor Repair Park, Haussimont---178.
McFarland, Allen P. 1st Lt, Oct 1917; C.O., "B" Co, 2d Balloon Sq, Jan 1918; C.O., 2d Balloon Co, Jun-Aug 1918; Capt, C.O., 1st Balloon Wg, Aug 1918-Jan 1919; Aero Club of Amer---44, 46, 144.
McGlachlin, Edward F. Brig Gen, C.G., 165th Fld Arty Bde, Aug-Dec 1917, 57th Fld Arty Bde, Dec 1917-Mar 1918, 66th Fld Arty Bde, Mar-May 1918; Maj Gen, Chief, First Army Arty, Aug 1918; C.G., 1st Div, Nov 1918-Aug 1919; Comdt, Army War Coll, 1921-23---120, 184.
McGuire, Edward C. Grad, USMA, 1915; 3d Cav Regt, France, 1917-18; Secretary, Gen Staff, 1st Army, 1919; died, Lt Col, 1940---29.
McIndoe, James F. Grad, USMA, 1891; Col, Engr Off, 2d Div and IV Corps, 1918; Chief, Engr Sect, First Army, 1918; Brig Gen, 1918; died, Fr., 1919---32, 38.
McKie, William S. (?) Sgt, 1st Class; Master Signal Engineer, AEF; stationed at Is-sur-Tille; 13th Aero Sqdn---95.
McKillip, George B. With Lahm at Mich Mil Acad, 1896-1897; Maj, veterinary Svc, Dec, 1917; Ch Vet Officer, Hospital No 6---79.
McKinstry, Charles H. Grad, USMA, 1888; Col, 11th Eng. Regt; Brig Gen, 1917; C.G., 67th Fld Arty Bde, Dec 1917-Jul 1918; Dir of Railroads and Roads, AEF, 1918-1919; ret, 1919 as Col; Brig Gen, ret, 1930---205.
McLachlin, L. P. 1st Lt; member US Equipment Manual Bd; 497th Aero Sq, Feb 1918---77.
McNarney, Joseph T. Grad, USMA, 1915; grad, Sig Corps Flying Sch, 1917; 1st Aero Sq, 91st Aero Sq, 1917; Dir, II Corps Aeronautical Sch, Feb-Apr 1918; C.O., IV Corps Obsn Gp, Air Off, IV Corps, C.O., V Corps Obsn Gp, C.O., VI Corps Obsn Gp, First Army Air Svc, 1918-Feb 1919; War Plans Div, War Dept Gen Staff, Jan 1942; Lt Gen, Deputy CofS, US Army, Mar-Oct 1944; Gen, Deputy Supreme Allied Comdr, Mediterranean Theater of Opns, Oct 1944-Sep 1945; C.G. US Air Forces Europe and Governor US Zone, Europe, Nov 1945-Apr 1947; C.G., AMC, 1947-1949; ret as Gen, 1952---33, 142, 143, 155, 160, 180, 188.
McNish, Lt. US 1st Inf Bde---135.
McQuillan, James J. Capt; US Army construction, AEF; 1st Air Depot, May 1918---82.
Macherat, Capt. Balloon Comdr, Fr. First Army Air Svc---39, 44.
Magruder, Maj. US Army; collecting data for propaganda use---88.
Maguire, Frank H. Capt, C.O., 463d Aero Sq, Nov 1918---48, 171.
Mahan, Frederick A. Grad, USMA, 1867; Mil Attaché, Denmark, 1898-1900; ret, 1900; Maj; Mil Attaché, Paris, 1917-April 1918; died, Paris, Nov 1918---16.
Mahler, Maj. Br. Balloon Svc---13.

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Mahoney, James P. (?) Air Svc, 1st Air Depot (?)---77.
Maish, Alexander W. Grad, USMA, 1907; Col, Ordnance, AEF, 1918; ret, 1922---106.
Maitland, Edward M. Br., Balloonist, 1907; record balloon flight, Eng. to Russia, 1,117 miles, 1908; airplane pilot, 1909; C.O., No 1 Airship Sq, RFC, 1912; made first parachute jump from an airship, 1913; helped establish Kite Balloon Depot early in WW I; staff appointments and comdr, first rigid airship station at Pulham, 1914-1918; RAF Supt of Airships, 1919; Air Commodore, RAF; killed, Aug 1921 in breakup of R-38 airship---173.
Mallett, Maurice. Fr. builder of balloons; member Aero Club of Fr.; close friend of Lahm's father; made first balloon flight in 1879, and in 1887 reached altitude of more than 21,000 feet; Fr. Pilot License No 1, 1901; during WW I built 27 dirigibles and numerous balloons and planes---28, 189.
Mangin, Charles M. E. C.G., Fr. Tenth Army, 1918---203.
Manly, Charles. Cornell engr student who worked with Samuel P. Langley (g.v.) on early aircraft; the engine which Manly built for Langley's plane in 1903 was one of the most efficient gasoline engines built before 1940---55.
March, Peyton C. Grad, USMA, 1885; Sp-Amer War; Phil. Insur.; Aide to Gen Arthur MacArthur, 1899; C.G., 1st Arty Bde, 1917; C.G., AEF Arty, 1917-1918; Gen, CofS, US Army, 1918-1921; ret, 1921---39.
Marechal, Adrien. Capt, Fr. Army Liaison Off with US 1st Inf Bde---167.
Margetts, Nelson E. Capt, Aide to Pershing, May 1917; Maj, Staff of GHQ, AEF, 1917; Col, C.O., 317th Inf Regt, 1918; Staff Off, Hq Third Army, 1919---184.
Marie, Capt. Ret Fr. Army Off---29.
Marie. Grand Duchess of Luxembourg, 1912-1919; abdicated in 1919 in favor of her sister, Charlotte, and entered a convent in Italy; died, 1924---166.
Mario, Verdoia. Lt; Italian Air Svc Observer---122.
Marmies, P. J. St Cyr, 1894; Maj, Chief, Air Svc, Fr. I Army, 1916-1918---39, 44.
Marques, Maj. Air Svc Comdr, Fr. Army Corps---88.
Marr, Kenneth. Lafayette Escadrille; transferred to US Air Svc, Jan 1918, 103d Pursuit Sq as Capt; Maj, C.O., 94th Pursuit Sq, Mar-Sep 1918; returned to US, Sep 1918 (mentioned often in Rickenbacker's Fighting the Flying Circus)---34, 51, 60, 78, 80.
Marsh, Robert Jr. Capt; Air Svc, AEF, Chief of Tech Sect, Jul 1918; Maj, 1918---94.
Marsh. Englishman---4.
Marshall, Forster G. 1st Lt, 148th Aero Sq, Oct 1918-1919; Capt, 41st Aero Sq, 1919---185.
Marshall, George C. Grad, VMI, 2d Lt, 1901; Phil., 1902-1903; Chief of Opns, 1st Div and First Army, 1917-1918; CofS, VIII Army Corps, 1918; Aide to Pershing, 1919-1924; CofS, US Army with rank of Gen, 1939-1945; Gen of Army, 1944; Secy of State, 1947-1949; Secy of Defense, 1950-1951; died, 1959---131, 149.
Marston, Roy. Yale Forestry expert; Capt in US QM Corps---122.
Martin, John S. 1st Lt; US Balloon Co "C"; Supply Off and Instr, Balloon Sch, Camp de Souge---35, 37.
Matthews, Hugh. Lt, USMC, 1900; Maj, Lt Col, 1917-1919; Asst C/S, QM, 2d Div (Marine), 1918; Brig Gen, 1929; Head of Hq Dept USMC, 1929-1937---62.
Mayers, Henry. Cpl; Hq Det, Second Army Air Svc; cartoonist; Art Editor of Second Army Air Service History---183n, 188, 190.
Meissner, James. Lt, Lafayette Escadrille; 94th Pursuit Sq---76n.
Mélandri, Maurice. Pilot on Lahm's first ascent in a balloon, Paris, 1904---28, 189.
Menard, Victor. Maj, Comdr of 12th Fr. Air Svc Pursuit Gp; Aero Club of Fr.---34, 35.
Menoher, Charles T. Grad, USMA, 1886; Phil. Insur.; Maj Gen, 1917; C.G., 42d Div, Dec 1917-Nov 1918; C.G., VI Corps, Nov 1918; Chief of Air Svc, US Army, Dec 1918-1921; ret, 1926---49, 61, 107, 118, 206.

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Merchant, Berkeley T. Grad, USMA, 1905; member, 13th Cav; Pershing Pun Exp; Lt Col, Chief, Remount and Veterinary Svcs, AEF; in charge of Amer Riding Team, 1919 (he was a noted horseman); ret, 1934---160, 184, 197, 200.
Merckel, Miss Lillian Louise. Red Cross worker, Toul---196, 204.
Merrill, Thomas E. Grad, USMA, 1898; Phil. Insur.; Pershing Pun Exp; Col, C.O., 15th Fld Arty Regt, 1918; Brig Gen, 1933; ret, 1939---47.
Meskill, Maj. US Army, Cav---184.
Meyer, Cord. Grad, Yale, 1917; Reserve Lt, 1917; C.O., 29th Provisional Aero Sq, 26th Aero Sq, 1917; 103d Pursuit Sq, Mar-Jul 1918; Observer, 135th Obsn Sq (flying with Blair Thaw when Thaw was killed, Aug 1918); Capt, 93d Pursuit Sq, Aug 1918---93, 93n.
Meyer, Henry A., Jr. Grad, USMA, 1901; Pershing Pun Exp; AEF Staff Sch (Langres), 1918; returned to US, Jun 1918; ret, 1922 as Col---73, 89.
Miesse, Richard S. 2d Lt, Cav, Oct 1917; 1st Lt, Cav, Nov 1917; detached to Air Svc; balloon observer; C.O., 25th Balloon Co, 1919---161.
Miller, Henry J. F. (?) Grad, USMA, 1915; Maj, Construction Dept, AEF, 1918; Maj Gen, 1942; Chief, AMC, Eng., 1943-1944; ret, disability, 1944, as Col; Brig Gen, ret, 1948---56.
Miller, James E. Lt, 1st Aero Co, NY Nat Guard, 1916; took first detachment of aviation cadets to Fr., Jul 1917; Capt, C.O., 95th Pursuit Sq, Feb 1918; first US aviator shot down on the front (9 Mar 1918, and died of wounds, 10 Mar)---50, 50n.
Miller, Lawrence W. Staff Off, I Corps Obsn Balloons, 1918; Capt Mitchell's staff, in charge of equipment, Mar 1918; Property Off, Third Army, Oct-Dec 1918---48, 87.
Miller, Troup. Grad, USMA, 1902; Gen Staff, 82d Div, 1918; G-4, First Army, 1919; instr, Comd and Gen Staff Sch, 1919-1921 and 1932-1936; War Dept Gen Staff, 1921-1924; instr, Army War College, 1926-1930; IG, First Army and Eastern Defense Comd, 1940-1945; Brig Gen 1943; ret, 1946. (His son Lt Gen Troup Miller, Jr., USAF (Ret), when a small boy watched Lahm practice flying in the Phil., 1912-1914.)---182.
Milling, Thomas DeWitt. One of the great early mil aviators; grad, USMA, 1909; taught to fly by Wright Bros, 1911; 1st Aero Sq, 1913; established many early aviation records and conducted many early and valuable experiments; Dir of Flight Tng, War Dept, 1916-1917; Capt, May 1917; Chief of Air Svc, AEF, Tng, Sep-Dec 1917; C.O., Air Svc Units, Toul Sector, 1918; CofS, Air Svc, First Army, Aug 1918; Chief, Air Svc, First Army, Oct 1918; ret, 1933, as Col; Brig Gen, ret 1940---23, 38, 47, 48, 73, 74, 91, 92, 94, 95, 103n, 124, 141, 144, 149, 150, 206.
Mills, Paul D. Capt; Air Svc at Tours, Langres, Toul; former football star at Princeton---85, 155.
Mitchell, Paul L. (?) Col; C.O., Ohio Nat Guard Arty Regt (136th Regt)---151.
Mitchell, Henry ("Heinie"). Grad, USMA, 1902; Moro Exp; Pershing Pun Exp; Col of Tanks, AEF; ret, 1934---29, 164, 166.
Mitchell, John L. Jr. Younger brother of Billy Mitchell; grad, Univ of Wis; 1st Lt, I Army Corps Air Svc, 95th Aero Sq, Apr 1918; killed 27 May 1918 in crash landing, Colombey (for details on his death, see Mitchell, Memoirs of the World War, p 203)---83, 84, 157, 182.

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Mitchell, William ("Billy"). Grad, George Washington, 1899 (degree awarded retroactively, 1919); volunteered 1898; Lt, Sig Corps, 1898; numerous Sig Corps assignments including Alaska, Cuba and Phil. Insur., 1898-1912; War Dept Gen Staff, 1913-1916; Aviation Sect, Sig Corps 1916-1917; Mil Observer, Europe, Mar-Jun 1917; Lt Col, Aviation Off, AEF, Jun-Aug 1917; Col, Air Comdr, Zone of Advance, Sep 1917-Jan 1918; Chief, Air Svc, First Army Corps, Jan-Jun 1918; C.O., 1st Bde Air Svc, Jul 1918; Chief, Air Svc, First Army, 10 Aug-21 Oct 1918; Chief, Air Svc, Group of Armies, Oct 1918-14 Nov 1918; Brig Gen, Oct 1918; Dir, Mil Aeronautics, 1919-1921; Asst Chief, Air Svc, 1921-1925; resigned 1926. Author; probably the most influential figure in the entire span of Amer mil aviation---17, 17n, 23, 29, 29n, 32n, 35, 38n, 46, 53, 56, 57, 59n, 62, 76, 78, 79n, 80, 82, 83, 85n, 86, 86n, 87, 87n, 88, 90, 92n, 100, 103n, 104, 105, 107, 120, 122n, 123, 125, 125n, 129n, 131, 132, 140n, 141, 142, 142n, 145, 147, 148n, 149, 206.
Mondin, Capt [Mandin?]. Fr. Air Svc Off---22, 30, 34, 37.
Monell, Ambrose. Pres, International Nickel Co; resigned, 1917 to enter Army; Col, Aviation Sect, Sig Corps, 1917; Chief, Tech Sect, Hq Air Svc, Dec 1917; Chief, Night Bomb Sect, Air Svc, Jun 1918; Chief, Night Bomb Sect, London Hq, AEF, Aug-Nov 1918---44, 45, 46, 57, 59, 62, 74, 78, 79, 80, 96.
Montcabrier, Capt. Fr. Air Svc---19, 21, 104, 105, 107.
Montfollet, Quir. Lt, Fr. Air Svc---48, 73.
Montgomery, Harry E. 2d Lt, 2d Balloon Co; 24th Balloon Co, Aug 1918-Mar 1919---163.
Montgomery, John C. ("Cit"). Grad, USMA, 1903; 7th Cav Regt, Phil., 1911-1914; IG, 2d Div, G-3, I Corps, G-3, Third Army, 1918; promoted to Col on battlefield, Sep 1918; ret, 1927---47, 55, 62, 73, 118, 149, 183.
Moore, Samuel T. 1st Lt, 7th Balloon Co, Sep 1917; Saumur Arty Sch, 1918; C.O., 7th Balloon Co, Aug 1918; Capt, Nov 1918; Col, AAF, World War II; Aero Club of Amer; author---102.
Mordecai, David H. Lt, Nov, 1917; Auxiliary Remount Depot 330, Mar 1918; Remount Off, Hq 9th Corps, Feb 1919; Maj, Remount Off, 2d Army to May 1919---174, 175.
Morel, Comdt. Belgian Army; good horseman---200.
Morel, Mlle. Proprietress of Paris School, attended by many Americans, including Katherine Lahm Parker and her children---172.
Moreno, Aristides. Staff, GHQ AEF; Lt Col, 1919---17.
Morlan, Frederick R. Pre-WW I exhibition flyer; Lt, 21st Aero Sq, 1917; Capt, 1st Air Depot, Apr 1918-Feb 1919---78.
Morrow, Joseph C. Jr. Grad, USMA, 1909; 1st Aero Sq, 1913; Maj, 1917; Lt Col, US Air Svc in Eng, Dec 1917-Jun 1918; First Army Air Svc, Jul 1918; Chief, Air Svc, III Corps, Sep-Oct 1918; Col, 1918; Chief Inspector, Air Svc, Nov 1918; ret, 1922---94, 95, 103, 107, 119, 123, 124.
Mosher, Ralph H. 1st Lt, Fld Arty, assigned Second Army Air Svc Hq, Feb 1919; 1101st Aero Sq, 1919---176, 177.
Mulrenan, Edward V. Pvt, Air Svc; Lahm's chauffer for several months, 1918, apparently as a Pvt, then, after being discharged, as a civilian---168, 191.
Munroe, Alex H. 1st Lt, 4th Corps Obsn Gp, Nov 1918; 135th Obsn Sq, 1919---152.
Murphy, C. F. de S. Lt Col, Comdr, 2d Corps Wg, RFC, 1917---15.
Murphy, John B. Lahm's roommate at USMA for 1 year; did not grad; commissioned 2d Lt from the ranks, 1900; CofS, Arty Reserve, First Army, 1917-1918---36, 43, 49, 86.
Musgrave, Dr. Amer doctor, living in Paris---30.
Mygatt, Leonard J. Lt, Volunteers, Sp-Amer War; Phil. Insur.; Mex Border; Lt Col, Comdt, Balloon Sch, Cuperly, Fr., Feb 1918, when he relieved Maj Max C. Fleischmann; 25 Aug 1918, returned to US; C.O., Balloon Sch, Arcadia, Calif, Dec 1918---43, 50, 57.
Myrhis, Mme. Fr. singer---200.

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Naiden, Earl L. Grad, USMA, 1915; grad, Sig Corps Flying Sch, 1917; Maj, 1st Aero Sq, 1917; Asst Ch of Air Svc, Aug 1918; 96th Aero Sq, Aug 1918; Dir of Instr, Air Corps Tac Sch, 1923-1925, Asst Comdt, 1925-1926; Col, Off of Adj Gen, Hq AAF, 1941; Brig Gen, CofS, and C.G., 10th AF, 1942; ret, 1942---155, 186n.
Nash, Maj. US Army; accompanied Miss Margaret Wilson on tour of AEF installations---176.
Naylor, William K. Grad, Univ of Minn, 1898; 2d Lt, 1898; Phil., 1898-1899; China Relief Exp, 1900; Col, CofS, 33d Div, summer, 1918; Brig Gen, CofS, 3d Corps, Sep 1918, 9th Corps, Nov 1918; Gen Staff, War Dept, 1922-1924; various comd positions, 1924-1933; ret, 1938---149.
Neame, A. L. C. Maj, Trenchard's staff, as Supply Off, Br. Balloons, in Fr.---12, 15, 16.
Néant, Leon. Lt, Fr. Army, 1903; C.O., 42d Co, Fr. Air Svc, 1915, IV Army Air Svc, Jun 1917; Dir, Aviation Instr Ctr, Esnon, late 1918; Lt Col, 1927; Staff of Mil Sch, Versailles; ret, 1932 as Col---22, 35, 37, 54.
Neff, Lt. Ger. Army---162.
Neibling, Harlou P. Lt, 67th Arty Bde, observer with 3d Balloon Co, 1918; 1st Balloon Co, 2d Balloon Sq, 1919---49.
Nelson, Hunter B. Grad, USMA, 1893; Sp-Amer War; Phil. Insur.; Col, C.O., 328th Inf Regt, 1918; ret, 1923, as Col---101.
Newall, Cyril L. N. RFC, 1914; Maj, C.O., Br. No 12 Sq, Fr., 1915; Lt Col, C.O., 41st Wg, 9th Hq Wg, 1917; Brig Gen, C.O., 8th Bde Bombing Force, 1918; staff positions, 1919-1931; Comdr, RAF Middle East, 1931-1934; Air Ministry, 1935-1937; Chief of Air Staff, 1937-1940; ret, 1940; Gov Gen, New Zealand, 1941-1946; Marshal, RAF; Baron---77.
Newbill, Willard D. Grad, USMA, 1897; Puerto Rican Exp; Phil. Insur.; Col, C.O., 3d Fld Arty Regt, AEF, 1918-1919; ret, 1922; Asst Adj Gen, Va, 1926-1936---189.
Newhall, Morton L. Lt, C.O., 8th Aero (Obsn) Sq, Oct 1917; 17th Aero Sq, 1917; Capt, C.O., 148th Pursuit Sq, Jul 1918; Maj, Jan 1919---157.
Newman, Oliver P. ("Pat"). USMA, 1897-98; newspaper reporter and editor, Des Moines, Beaumont, San Antonio, Sioux City, Washington, etc., 1898-1912; Commissioner, District of Columbia, 1913-1917; 80th Div, 1918; First Army, 1918; Maj and Aide to Miss Margaret Wilson, 1918-1919; journalist, 1919---105, 147.
Nicholas I. Prince of Montenegro, 1860-1910; King of Montenegro, 1910-1941---202.
Nicholson, Mae (Mrs. Edward H. Durell). Second wife of Edward H. Durell, Capt, USN, (q.v.); daughter of William J. Nicholson, US Cav (q.v.), friend of Lahm's from Ft Riley and Phil. days---205.
Nicholson, William J. 2d Lt, Cav, 1876; Sp-Amer War; Pershing Pun Exp; Col, 1912; Brig Gen, 1917; C.G., 157th Inf Bde, 1918; ret, 1920; with Lahm in 7th Cav, 1909-1914---141.
Niemi, Carl O. 2d Lt, 25th Pursuit Gp; killed in accident, 9 Apr 1919---179n.
Nixon, George R. Grad, Univ of Ill, 1911; Mex Border with Nat Guard, 1916; 2d Lt, Apr 1917; 1st Lt, Jul 1917; Fld Arty with Fr. 84 and 58 Balloon Cos, Dec 1917-May 1918; Observer, 6th Balloon Co, May-Oct 1918; C.O., 6th Balloon Co, Oct 1918-May 1919---49.
Noel, E. Percy. Newspaper reporter, St. Louis, New York, 1904-12; war corres, Chicago Daily News, 1914-19; overseas corres of various papers, 1919-39, (pilot, 1910; made first photograph from an airplane)---76.
Nolan, Dennis E. Grad, USMA, 1896; Sp-Amer War; Lahm's troop C.O., Mex Border, 1916; Maj, organized G-2 Sect, GHQ AEF, Jun 1917 and was G-2 for most of war; Brig Gen, C.G., of Inf Bde at end of war; Maj Gen, 1925; ret, 1936---17, 123.
Nolting, William Wyatt. Lt, 37th Aero Sq, 1917-1918---93.
Northcliffe, Lord Alfred C. W. Owner, London Daily Mail---49.
Noyes, Marshall J. Grad, Norwich Univ, 1907 and 1914; Capt, 1st Eng. Co, 1st Div, 1918-19---50.
Oakes, John C. ("Jack"). Grad, USMA, 1897; Phil. Insur.; 7th Div, AEF; Engineer, VI Corps; ret 1927 as Col---166.

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Ogilvie, A. (?) Br.; member, FAI, finished second in Gordon Bennett Cup Race, 1910---188.
O'Gorman, Mervyn. Supt Royal Aircraft Factory, 1909-1916; member Advisory Committee for Aeronautics, 1910; helped to prepare plan for establishment of RFC, 1911; Air Bd as consulting engr to Dir Gen of Mil Aeronautics, 1916-1917; Ch, Advisory Comm, Scientific and Advisory Research, 1919-.---188.
O'Hara, James J. Grad, USMA, 1904; Lt Col, Aug 1918; Chief Remount Off, Bordeaux; G-1 Section, GHQ AEF; died, 1930---128.
O'Herne, Edward P. Col, Ordnance Sect, First Army, 1918---39.
Olds, Edward C. 2d Lt; 2d Air Depot, Oct 1918; Adj, Second Army Air Svc, Oct-Nov 1918---143.
Olds, Robert E. Grad as Reserve Mil Aviator, Newport News, 1917; 1st Lt, 1917; C.O., Clermont-Farrand Instr Ctr, Fr., 1918; Capt, 1918; Staff, Hq Second Army Air Svc, AEF, 1918-1919; War Plans Div, Air Svc, 1922-1926; C.O., Ferrying Comd, 1941-1942; Brig Gen, 1942; C.G., 2d AF, 1942-1943; died, 1943, Maj Gen---160, 162, 169, 176.
Oldys, Robert. Lt, C.O., 17th Aero Sq, 1917; Capt, Hq Second Army Air Svc, Dec 1918-1919 (Lahm employed him primarily to test flying skill of all pilots in Second Army Air Svc)---169, 176, 177, 178, 180, 181, 182, 186, 187, 188, 189, 190, 191, 192, 196, 204.
O'Neill, Ralph A. 1st Lt, 147th Pursuit Sqdn, 1918; shot down five enemy aircraft---87.
Ord, James B. Grad, USMA, 1915; Pershing Pun Exp; Lt Col, Aide to Gen. Liggett (q.v.), 1918; died 1938, Lt Col---87.
Orr, Arthur. Hq Asst Ch of Air Svc, 1918; Capt, 1918---62.
Osborne, Bee R. Aero Club of Amer; 1st Lt, 1st Aero Sq, Sep 1917; Capt, OIC, Radio Orgn, Hq Air Svc, LofC, Nov 1917; pilot instr, Romorantin---61.
Osler, Chester A. Lt, observer, 278th Aero Sq, 1918; Second Army Air Svc, 1919---197, 204.
O'Toole, James A. 2d Lt, bombardier, 96th Bomb Sq, May-Sep 1918; shot down, killed, 12 Sep 1918---155.
Oury, William H. Col, QM Corps; C.O., 314th Inf Regt, Sep 1918---161.
Owen, Jesse J. 1st Lt; US Balloon Off, assigned to 50th Fr. Balloon Co, then to 74th Fr. Balloon Co, Feb 1918; US 6th Balloon Co---45.
Owens, J. Sidney (?) Lt; Air Svc, AEF, attached to Br. for instr, 1918; 139th Pursuit Sq; shot down 5 enemy aircraft---100.
Paegelow, John. Sgt Maj, 16th Inf, 1901; Lt, 1901; balloonist; Aero Club of Amer; Mil Aviator, 1917; volunteered for aviation duty, and in Dec 1917 took 1st, 2d, 3d, 4th Balloon Cos to Fr.; C.O. (Maj), I Army Corps Balloons, Jan 1918 and (Lt Col) First Army Balloons, Aug 1918; Balloon Off, Air Svc, Gp of Armies, Nov 1918; C.O., Third Army Balloons, 1918-1919; ret as Col---34n, 46,48, 60, 90, 91, 96n, 97, 103, 122, 167.
Page, Frank C. Capt in schools of Mil Aeronautics Div, Aviation Sect, Sig Corps, Jul 1917; C.O., 1st Air Depot, Feb-May 1918---17, 30, 38, 44, 56, 77, 78, 82.
Palmer, Bruce. Col, Deputy, G-1, GHQ AEF, 1918---41.
Parker, Frank. Lahm's brother-in-law, husband of Katherine Lahm Parker (q.v.); grad, USMA, 1894; Fr. Cav Sch, Saumur, 1903-1904; Mil Mission to Fr., 1917; C.O., 18th Inf Regt, winter, 1918; Brig Gen, C.G., 1st Bde, Aug 1918, and 1st Div, Oct 1918; G-3, War Dept Gen Staff, 1927-1929; Maj Gen, 1929; ret, 1936. Parker was one of the AEF's most able young officers---16, 16n, 18, 20, 22, 23, 31, 34, 39, 46, 51, 103, 105, 122, 126, 127, 133, 134, 134n, 159, 160, 163, 167, 196, 203.
Parker, James. Grad, USMA, 1876; Indian Wars; Phil. Insur.; instr in writing, USMA; Brig Gen, 1913; Maj Gen, C.G., 32d Div, 1917, 85th Div, 1917-1918 (both in US); Observer, Fr., Oct-Nov 1917; ret, 1918, as Brig Gen. Brother of Congressman Wayne Parker (q.v.)---23.
Parker, Katherine. Lahm's sister; wife of Frank Parker (q.v.)---16, 16n, 29, 31, 34, 41, 43, 75, 118, 123, 150, 160, 171, 172, 180, 181, 187, 196, 197.

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Parker, Maj. C.O., Br. Balloon School No 1, 1917---9.
Parker, R. Wayne. Grad, Princeton, 1867, Columbia, 1869; lawyer; Member Congress from New Jersey, 1895-1911, 1915-1919, 1921-1923---23.
Parris, George F. 1st Lt, Nov 1917; Asst to Lahm, Apr 1918; Adj, 1st Balloon Wg, I Army Corps Balloons, III Army Corps Balloons, Jun-Nov 1918; Capt, C.O., 3d Balloon Co, 1919---62, 91, 167, 184, 188.
Passaga, Gen. C.G., Fr. XXXII Army Corps, 1918---80, 80n, 88, 93, 94, 97.
Patrick, Mason M. Grad, USMA, 1886, Prof of Engr, USMA; Brig Gen, Aug 1917; Maj Gen, June 1918; Dir of Construction, AEF, 1918; Chief of Air Svc, AEF, 19 May 1918; Chief of Air Svc and Air Corps, 1921-1927; ret, 1927---79, 79n, 80, 86, 86n, 88, 102, 103n, 105, 122, 129, 142, 145, 158, 172, 173, 179, 179n, 180, 186, 188, 189, 198.
Patterson, Col. Br. Army, 1917---6.
Patterson, Paul. Capt, C.O. IV Corps Balloon Gp, Oct 1918---143.
Patterson, Roy K. US Lt with Fr. 56th Balloon Co, Jan 1918; US 2d Balloon Co, 13th Balloon Co, 1918; Navy Consultant, WW II---37.
Patton, George S., Jr. Grad, USMA, 1909; Aide to Pershing during Pun Exp; Col, Tank Corps, AEF, 1918; Maj Gen, 1941; C.G., II Army Corps, 1942; Lt Gen, C.G., Seventh Army, 1943; C.G., Third Army, 1944-1945; Gen, 1945; accidentally killed, 1945---127.
Patullo, George. Canadian, newspaper work in Montreal, London, Boston to 1908; writer for Saturday Evening Post, McClures, American, etc.; special correspondent, Saturday Evening Post, with AEF, 1917-1919; author---28.
Payne, Brooke. Grad, USMA, 1895; Puerto Rican Exp; Col, C.O., Fld Arty Regt, 1918; ret, 1920 as Col---47, 55.
Pearmain, William J. Capt; Army Ord Off, AEF, Oct 1917-Dec 1918; Grad, Ord Sch for Arty, Valdahon---45.
Pearson, Lt. Canadian Off, with Br. Air Svc Balloons---14.
Pearson, William F. (?) Lt, 1904; Maj, 1917; Lt Col, Feb 1918---60, 62.
Peck, Ernest. Maj, Army Eng.---30.
Peck, Robert H. Grad, USMA, 1899; Phil. Insur.; Lt Col, C.O., of 47th Inf Regt and other Inf and Engr Regts, 1918; ret, 1928, Col---89, 91, 94, 97.
Pegram, John C. Grad, USMA, 1902; Pershing Pun Exp; Adj Gen, War Dept, 1918-1921; War Dept Gen Staff, 1924-1928; CofS, 7th Coast Arty, 1940-1942; ret, 1942, as Col; active duty, 1944---206.
Pepin, Edmond. Fr. Air Svc Off; liaison with Air Service, AEF---53.
Perkins, Frank S. Lt Col, C.O., 101st FA, 1918---73.
Perrin, Albert. Br., member of FAI---188.
Perrin, Comdt. Fr. Balloon Off---45, 48, 90.
Perry, Mrs. Mother of John H. Jouett (q.v.). In charge of Red Cross tent at Coblenz, 1919---159, 160, 165, 184.
Pershing, John J. Grad, USMA, 1886; Indian Wars; Sp-Amer War; Phil. Insur.; Moro Exp; Pershing Pun Exp; Gen, Oct 1917; CINC, AEF, 13 Jun 1917-11 Nov 1918; Gen of the Armies, 1919; CofS, US Army, 1921-1924---17n, 18, 21, 23, 29, 29n, 32, 53, 73, 103n, 105, 107, 119, 121, 124n, 125, 129n, 130, 140n, 163, 173, 177, 179, 180, 184, 197n, 198, 199, 201, 203, 204.
Personne, Jean. Capt, Fr. Air Svc Off, Bombardment; member Aero Club of Fr.---28.
Pétain, Henri. Commissioned, 1878; Prof, École de Guerre, 1901; Brig Gen, 1914; C.G., Second Army, 1915; defender of Verdun, 1916; Comdr, Gp of Armies, 1916-1917; CINC, Fr. Armies in the field, 1917; Marshal of Fr., 1918; Vice Pres, Higher Council of War, 1920-1930; Ambassador to Spain, 1939; Premier of Fr., 1940; Chief of Fr. State (Vichy), 1940-1944; died in disgrace, 1951---150.
Peterson, David McK. Lafayette Escadrille; Capt, 103d Aero Sq, Feb 1918; 94th Aero Sq, Apr-May 1918; C.O., 95th Aero Sq, May-Oct 1918 (Maj, Sep 1918); returned to the States, Oct 1918, killed shortly afterwards in an airplane accident---20, 34, 76n, 80.

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Peting de Vaulgrenant, Albert Charles. St. Cyr, 1894; Col, Jun 1918; C.O., Fr. Air Div, Sep 1918 (the Div worked with Mitchell and US First Army Air Svc during Battle of St Mihiel); Brig Gen, 1921; Maj Gen, 1926---124, 125.
Petit, Capt. Fr. Air Svc, C.O., Bombardment Sq, 1917-1918, as Maj---42, 171, 180.
Petrie, 1st Lt. C.O., Hq Det, Second Army Air Svc---154, 159.
Peyton, Ephraim G. ("Eph"). Grad, USMA, 1899; Phil. Insur.; Moro Exp; C.O., 320th Inf Regt, 1918; Maj Gen, Georgia Nat Guard, 1929-1932; ret, 1938---198, 201, 205.
Phinizy, Jack. Lt, CAC, assigned to 1st Aero Sq, Observer, Feb 1918; 90th Aero Sq, Jun 1918; 354th Obsn Sq, Oct 1918; Staff, Hq Second Army Air Svc, Dec 1918---159.
Phisterer, Frederick W. Col, 1917; C.O., 63d Art Regt, Nov, 1918---121.
Pierra, Comdt. Services Inter Allies, Paris---1.
Pilcher, Miss. US Red Cross Worker, Bazoilles Hospital, Fr.---149.
Pillow, Jerome G. Grad, USMA, 1901; Moro Exp; G-3, 32d Div, G-2, II Corps, 1918; Amer Forces in Ger., 1918-1923; Secy, Comd and Gen Staff School, 1923-1926; Mil Attaché, Rome, 1933-1936; ret, 1938 as Col---73.
Pleiss, Paul. US manufacturer of oxygen; 1st Lt, Sig Corps Reserve, Aviation Sect, Jun 1917; OIC, Hydrogen Off, Chief Sig Off, Jul-Dec 1917; Capt, Sep 1917; Balloon Sect, Air Svc, 1918; Maj, in charge of supplying hydrogen for US balloons, in addition to duties as Balloon Rep in Paris, 1918---38, 43, 89.
Poincaré, Mme. Wife of Pres of Fr. (q.v.)---199.
Poincaré, Raymond. Lawyer; Fr. Senate, 1903-1912; Prime Minister, 1912-1913; Pres of Fr., 1913-1919; Prime Minister, 1922-1924, 1926-1929; died, 1934---199, 203, 204.
Poivillers, Lt. Fr. Liaison Off, with US Second Army Air Svc---143, 152, 153, 160, 163, 165.
Ponder, William T. Lt; 103d Aero Sq; 6 victories; 1101st Aero Sq, ferry pilot---74, 76.
Porquet, Ernest. 2d Lt Reserve, Fr. Army Aviation, 1912; Capt, Comdt of Balloon Aviation Army Corps (Chemin des Dames), 1916; after WW I served as Under-Director of Civil Aviation, Air Ministry---45, 61.
Post, Augustus. Winner of Nat Balloon Race, 1908; established balloon distance record, 1910; airplane pilot, 1910; cofounder, and for many years Secy, Aero Club of Amer; Foreign Svc Committee, Aero Club of Amer, Paris; exhibition pilot; writer and lecturer on aviation---17, 18, 205.
Potter, Mrs. Clarkson. Mother of William C. Potter, pilot, 1st Bombardment Gp, 20th Bomb Sq, killed in action, 10 Oct 1918. (Her husband was a Yale grad, and a broker.)---151, 161, 161n, 162, 163, 165, 190.
Potter, Waldo C. Grad, USMA, 1907; Maj, Adj, Fld Arty, 2d Div, 1918; C.O., Fld Arty, 2d Div, 1918; Brig Gen, 1941; C.G., Fld Arty Replacement Tng Ctr, 1941-1943; ret, 1946---55.
Pourpé, Marc. Fr. aviator who met Lufbery (q.v.) in India in 1912 and hired him as his mechanic; joined Fr. Air Svc in Aug 1914; shot down and killed, 2 Dec 1914---81.
Powers, Walter E. Capt; Adj Gen Sect, 42 Div, 1917-18; Maj, Adj Gen. 42 Div, 1918---49.
Pratt, Henry Conger. Grad, USMA, 1904; Cav, 1904-1920; WW I Svc in US; student, Army War College, 1919-1920; Air Svc, 1920; Brig Gen, Asst Chief of Air Corps, 1930-1934; Maj Gen, 1940; C.G., Trinidad Sector, 1942-1943; C.G., Western Defense Comd, 1944-1945; ret, 1946---146, 206.
Pratt, Lt. Br. Balloon Sch---7.
Pratt, Raymond S. Grad, USMA, 1901; Fld Arty, 1918; US Forces in Ger., 1919; War Dept Gen Staff, 1927-1931; CofS, Fourth Army and 9th Coast Arty, 1936-1940; ret, 1941, as Col; active duty, 1942-1943---153.
Prentice, James. Grad, USMA, 1901; Capt, Army Balloon School, Mar 1917; Maj, 1918; ret, for disability, 1926, as Lt Col---61.

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Price, Maj. C.O., Br. Balloon Stores Depot, Queens Court, London---9, 10.
Prickett, Arthur. Lt, Observer, 1st Aero Sq, 1918---62.
Prince, Alexander L. Grad, Yale, 1910; Fr. Hospital No 32, 1915; Capt, Med Corps, 1917-1919; member Yale Hospital Gp, 1917-1919---92.
Prinz, LeRoy. Hollywood dancer and singer; cadet, 27th Aero Sq, Nov 1917; Lt, 94th Aero Sq, Jun 1918; 27th Aero Sq, 103d Aero Sq, Jul 1918; 147th Pursuit Sq. (An amusing sketch by Prinz appears on p 195 of The American Heritage History of Flight.)---79.
Pullen, Daniel D. Grad, USMA, 1910; Lt Col, Tank Corps, First Army, 1918; Col; US Forces in Ger., 1919; died, 1923---121.
Pulsifer, George, Jr. Grad, USMA, 1915; Capt, 1st Aero Sq, 1917; Chief, Materiel Div, Supply Sect, Air Svc, 1917; Hq Staff, First Army Air Svc, Jan 1918; C.O., I Corps Obsn Gp, Aug 1918; ret, disability, 1920---16, 32, 44, 57, 87.
Purdon, Mrs. Civ employee, GHQ AEF, 1918; after WW I, Pershing's secy in the War Dept. (Widow of an Army off whom Lahm had known in Phil.)---105.
Putnam, David. Lt, 139th Pursuit Sqdn; 10 victories; shot down, 12 Sep 1918---126n.
Quekemeyer, John G. Grad, USMA, 1906; Capt, observer with Br. Exp Force, 1916-1917; Chief, US Mission to Br. GHQ; wounded, 1918; Col, Aide to Pershing, 1918; Comdt of Cadets, USMA, 1926---32, 127, 184.
Quesenberry, Joseph. Capt, staff off, 18th Inf Regt; killed in action, April 1918---46.
Ravier, Auguste. Fr. Landscape painter, whose favorite subject was glowing sunsets done in water colors; resident of Lyon. Lahm's father had the largest collection of his paintings---170, 186, 198.
Read, Albert C. Grad, USNA, 1906; Naval Aviator, 1916; commanded NC-4, first aircraft to complete Atlantic crossing (Long Island, Newfoundland, Azores, Portugal, England), May 1919; Rear Adm, 1942; ret, 1946---189, 189n.
Reber, Samuel. Grad, USMA, 1886; Puerto Rican Exp, Sig Corps; spherical balloon pilot, 1911; Eastern Dept Sig Off, Jul 1913, and in charge of Aviation, Sep 1913; Lt Col, Chief of Aviation Sect, Jul 1914-May 1916; member, first Nat Advisory Committee for Aeronautics, 1915; Actg Chief Sig Off, 1915; Col, 1916; 28th and 88th Divs and Hq Second Army, 1918; Provost Marshal, AEF, 1918; ret, 1919; Radio Corp of America, 1919-33; authority on communications; author; an important figure in early US mil aviation---142.
Reed, Gene. Friend of Lahm's from Mansfield, Ohio; his brother Will was one of Lahm's closest friends---21, 181, 201.
Reed, Walter J. Grad, Columbia Univ; 1st Lt, 1st Balloon Co, Sep 1917, and C.O., Oct 1917-Feb 1919; Capt, Apr 1919; ret as Brig Gen after WW II---106.
Reedy, George C. 2d Lt, with Fr. 108th Sq, Jul 1918; US 163d Bomb Sq, 1919---164.
Reilly, Henry J., Jr. Grad, USMA, 1904; C.O., 149th Fld Arty; Brig Gen, C.G., 83d Inf Bde (youngest Brig Gen Comdr in US Army in WW I); ret, 1918; first Pres, Reserve Off Assoc, 1922-1923; Brig Gen, Off Reserve Corps, 1920-1948; editor of Army-Navy Journal, 1921-25; writer of articles and books; lecturer on WW II, 1942-43---61, 127, 128.
Reilly, James A. Grad, Yale, 1912; Maj, Hq Asst Ch of Air Svc, Oct 1918---94.
Reinburg, George E. A. Grad, Sig Corps Flying Sch, 1916; 1st Lt, 1st Aero Sq, 1916; C.O., 9th Aero Sq (Night Obsn), May-Aug 1917; Maj, First Army Air Svc, Oct 1918; C.O., 2d Day Bomb Gp, Nov 1918---143, 153, 164, 175, 182, 188.
Reis, Alvin C. 1st Lt, Nov 1917; Asst Balloon Off, Air Svc, Zone of Advance, May-Aug 1918; Asst C.O., Balloons, First Army, Aug-Oct 1918; C.O., Balloon Gp, V Army Corps, Oct-Nov 1918; Capt, C.O., Balloon Gp, III Army Corps, Nov 1918-Feb 1919; Maj, Jan 1919---74, 101, 167.
Renaux, Alexis Alfred. Lt, Fr. Army, 1905; Capt, C.O., Air Svc, Verdun Region, 1916; with US Second Army Air Svc as balloon off, at end of war---54.
Repoux, Charles Claude. Lt, Fr. Army, 1906; Capt, C.O., 34th Co of Balloons, 1915; Balloon Off, VIII Army, 1917-1918; C.O., 1st Batt of 2d Regt of Balloons, 1924---28, 44, 90, 99.

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Rethers, Harry F. Grad, Univ of Calif, 1893; 2d Lt, 1896; Sp-Amer War; Phil. Insur.; Boxer Rebellion; Col, Ch, USQM Corps, London, 1917-18; Brig Gen, Asst QM, 1926; ret, 1931---6.

Reynolds, Charles R. MD, Univ of Penn, 1899; Med Corps, US Army, 1899; Phil. Insur.; Col, Chief Surgeon, VI Corps and Second Army, 1917-1919; Maj Gen, Surgeon Gen, US Army, 1935-1939---142.

Reynolds, John N. Grad, Sig Corps Flying School, 1917; C.O., 49th Pursuit Sq, Nov 1917-Jan 1918; Maj, C.O., 91st Obsn Sq, Feb-Sep 1918; Lt Col, C.O., 1st Army Obsn Gp, Sep 1918; ret, Col---78, 82, 89, 123, 141, 144.

Rhea, James Cooper ("Jim Crow"). Grad, USMA, 1899; Moro Exp; Pershing Pun Exp; Col, CofS, 2d Div, Sep-Nov 1918; C.O., 3d Inf Bde, Nov 1918; head of US Bridgehead Commission, Ger., 1918-1919; ret as Brig Gen (Lahm and Rhea served together in 7th Cav at Ft Riley, Kansas, and Ft William McKinley, Phil. Is)---104, 121.

Rhoads, Robert B. At Valdahon, 1917; Lt, member Mitchell's Staff, Hq I Corps Air Svc to Jun 1918; First Army Air Svc, Jun 1918; Opns Off, Second Army Air Svc, Oct-Nov 1918---36, 82, 87.

Rhodes, Carlyle. 1st Lt, 95th Pursuit Sq, Apr 1918; shot down, Jul 1918; POW, 1st Air Depot, Dec 1918---92, 100.

Rhodes, Charles D. Grad, USMA, 1889; Indian Wars; Sp-Amer War; China Relief Exp; Phil. Insur.; Brig Gen, C.G., 157th Arty Bde, Feb-Oct 1918; GHQ AEF Rep on Interallied Armistice Commission, 1918-1919; ret, 1920---204.

Rich, Neville J. Lt, Br. Sig Corps---7.

Richard, Lt Col. C.O., Fr. Balloon School, Chalais Meudon; Aero Club of Fr.---18, 28.

Richards, Lt. Br. Air Svc---85, 86, 100.

Richards, Miss. Civ with Staff, Hq First Army Air Svc---88, 89, 90, 93.

Richardson, Wilds P. ("Dick"). Grad, USMA, 1884; Brig Gen, 1917; C.G., 55th Inf Bde, 1918; ret as Col, 1920---162, 173.

Richmond, Henry R. Col, CofS, 87th Div, 1918; Third Army Gen Staff, 1919; in charge of mounted activities at Interallied Games, Paris, Jul 1919---197, 201, 202.

Rickenbacker, Edward V. Famous auto racer; accompanied Pershing to Fr., 1917; Air Svc, Aug 1917; C.O., 94th Aero Sq, 1918; US "Ace of Aces" (26 victories), WW I; ret as Capt, 1919; during WW II was on many special missions, top exec of Eastern Air Lines, 1935-1963; Pres, Air Force Aid Society---11, 60n, 76n, 79n, 81n, 149, 183n.

Robertson, George A. Maj, Air Svc, Transportation, May 1918---81.

Robertson, William A. Grad, USMA, 1914; grad, Sig Corps Flying School, 1916; Exec Off, Hq Air Svc, LofC, Nov 1917; C.O., Aviation Instr Ctr, Cazaux, 1918; 141st Pursuit Sq, 1919; ret, 1922; active duty, 1941-1946, Col, C.O., Santa Ana (Calif) Air Base---16, 171.

Robinson, Clark. Grad, MIT; 2d Lt, 8th Aero (Obsn) Sq, Aug 1918; shot down, POW, 8 Nov 1918 escaped 13 Nov 1918---148.

Robinson, Gordon. Grad, USMA, 1901; US Motor Transport Corps, AEF, 1917-1918. Died 1925, as Lt Col---3, 20.

Rockhaven, Lord. Br. Liaison Off with AEF, Tours---103.

Rockwell, Robert L. As Med student, served in Anglo-Amer Hospital in Fr., Feb 1915 to Jan 1916; in Fr. aviation, Jan-Sep 1916; Lafayette Escadrille, Sep 1917-Jan 1918; Capt, 103d Pursuit Sq, Jan 1918; C.O., 103d Pursuit Sq, Jul-Oct 1918; 93d Aero Sq, Feb 1919; Col, AAF Res, 1939; (often confused with the better-known Kiffin Rockwell who was the first member of the Lafayette Escadrille to shoot down an enemy plane and who was himself shot down and killed, 23 Sep 1916)---20.

Rogers, Harry L. Vera Cruz Exp; Pershing Pun Exp; Brig Gen, QM Corps, 1917; Maj Gen, Chief QM, AEF, 1917-1918; QM Gen, US Army, 1918-1922; died 1925 (Rogers had been QM of Mich Mil Academy when Lahm was a cadet there, 1895-1897)---17, 22, 28, 158.

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Rogers, Lt. Br. Balloon Svc---8.
Roget, Henri. Fr. Army, 1911; Fr. Air Svc, 1917; C.O., 238th Sq, 1918; stationed in Algeria, twice flew the Mediterranean on 26 Jan 1919, setting world's distance record---189.
Rolland, Marcel. St Cyr, 1904; Lt, Fr. Cav; mil pilot, 1911; during WW I in SOS, Mil Aviation; Capt, 1915; from 1919 to ret, 1935 (Lt Col), in admin work with Fr. Air Force---189.
Rooney, Paul N. A. 1st Lt; 4th Balloon Co, 1917-1919---102.
Roosevelt, Philip J. Cousin of ex-Pres Theodore Roosevelt; Grad, Harvard, 1913; Replacement Barracks, St. Maixent, 1917-1918; Adj and Opns Off, 1st Pursuit Gp, spring, 1918; Capt, Chief of Opns, First Army Air Svc, Jul 1918; 1st Pursuit Wg, Sep 1918; Maj, Dec 1918; investment dealer, corporation exec, 1919---50, 119.
Roosevelt, Quentin. Son of ex-Pres Theodore Roosevelt; trained for Air Svc at Mineola, NY, 1917; Lt, Apr 1917; instr at Issoudun, Oct 1917-Feb 1918, and C.O. of an Issoudun fld, Mar-Jun 1918; pilot, 95th Aero Sq, Jun 1918; shot down and killed 14 Jul 1918 (details of his last fight are in Rickenbacker's Fighting the Flying Circus, pp 193-196)---101, 101n, 177.
Roosevelt, Mrs. Theodore, Jr. Began YMCA work in Paris, 1917; Asst. Dir of Leave Areas run by YMCA, 1917-18; Dir US Red Cross Club, England, 1942; Pres Girl Scout Council. (Her husband, son of ex-Pres Theodore Roosevelt, was grad, Harvard, 1908; business exec; commissioned Maj, 1917; Lt Col, 1st Div, 1918; resigned, 1919; active duty, 1941; Brig Gen, 1941; died, heart attack in Fr., Jul 1944)---23.
Ross, Cleo J. 1st Lt, observer, 8th Balloon Co; killed, 26 Sep 1918 (the only Balloon Service battle death)---132.
Ross, Tenney. Col, 1917; CofS, 79th Div, Aug 1917-Dec 1918---140.
Roumania, King of (Ferdinand I). Ruled, 1914-1927---200.
Rowley, Benjamin B. Grad, Rush Med College, Chicago, 1912; 1st Lt, Yale Hospital Unit, 1917; Maj, 1918---2, 91, 92, 94, 153.
Royce, Ralph. Grad, USMA, 1914; Pershing Pun Exp; grad, Sig Corps Flying Sch, 1916; Comdr, 1st Aero Sq, the first US air combat unit to arrive in Fr. (3 Sep 1917); made first US reconnaissance flight over enemy lines, 15 Apr 1918; C.O., I Corps Obsn Gp, Apr 1918; Lt Col, 1918; C.G., AAF, Middle East, Maj Gen, C.G., SE Air Corps Tng Ctr, Maxwell Fld, Sep 1942-Apr 1943; Deputy C.G., 9th AF, Europe, 1944; C.G., 1st TAC AF (Prov), Oct 1944-Jan 1945; C.G., Personnel Distribution Comd, Feb-Aug 1945; ret, 1946, Maj Gen---32n, 33, 33n, 48n, 56, 57, 60n, 62, 77, 80, 83, 86, 90, 95, 155, 181, 186n.
Rubottom, H. Lt Col, Cav, detailed for staff duty with Air Svc---87.
Rucker, William H. Commissioned Maj, F.A., Oct 1917; Lt Col, Jul 1918; Col, Apr 1919; 16th F.A.; C.O., 119th F.A.; died 1928---118.
Ruggles, Francis. Col, C.O., 7th Fld Arty, 1919---167.
Russell, George M. ("Rusty"). Grad, USMA, 1901; Moro Exp; Lt Col, G-2, V Corps, 1918; Col, G-2, First Army, 1919; Mil Attaché, Mex, 1923-1926; Col---123, 140.
Saconney, Jacques. Lt, Fr. Arty, 1897; C.O., 30th Balloon Co, 1914, IV Army Balloons, 1915; Dir Balloon School, Autigny and Vadenay, Chief, Bureau of Air Def, 1916-1917; Lt Col, 1918; C.O., Air Navigation Svc, 1919; Maj Gen, 1929, Chief of Tech Inspection of Mil Aviation; rank of Comdt, Army Corps, 1934---22.
St. Paul, Mlle de. Fr. nurse, married Col T. Bentley Mott (USMA, 1886; Sp-Amer War; Mil Attache to Fr., Russia, Belgium, Switzerland, between 1900 and 1930; Staff Off, GHQ AEF, 1917-1918; ret, 1940 as a Brig Gen)---22.
Sample, William R. Grad, USMA, 1888; Sp-Amer War; Phil. Insur.; Pershing Pun Exp; Brig Gen, SOS, AEF, 1918; ret, 1930---162.
Sandeman, Otto. Capt, 1101st Aero Sq, Nov 1918; C.O., 135th Obsn Sq, 1919; Maj Gen, Calif Nat Guard, after WW I---160.
Sands, Alfred L. Pearson. USMA, 1904 (did not graduate); Maj, C.O., Arty Batt, 1918---46.

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Satterfield, John M. Grad, Yale, 1890; organized Airplane and Motor Div of Supply Sect, Air Svc (Paris), and ran it until Jul 1918 when he became Chief of Supply Sect; Maj at end of war---62, 75, 158.
Sayer, Edmund S. US Navy 1892; US Army, 1898; Capt, 21st Inf, 1899-1916; Lt Col, 1918, with 26 Div and 1st Div---89.
Scanlon, Martin F. 2d Lt, Pilot, Sept 1916; 1st Lt, 2d Aero Sq, Nov 1916; Capt, later Maj, C.O., V Corps Obs Gp, Aug 1918; Asst Mil Attaché, Rome, 1923-27, London, 1929-33; Mil Attaché, London, 1936-41; Brig Gen, C.G., US Air Command No 2, Australia, 1942; C.G., 38th Flying Tr Wing, 1942; Pres, AAF Eval Bd, Hawaii; ret as Brig Gen---144.
Schauffler, William G. Lt, 3d Aero Sq, Apr 1917; 1st Aero Sq, May 1917-Jun 1918; C.O., 90th Obsn Sq, Jun-Oct 1918; Capt, C.O., III Corps Obsn Gp, Oct 1918; Maj, First Army Air Svc, Apr 1919; business man, aviation 1920-; Col, AAF Res 1934; Office Ch of Air Corps, 1941---144, 172.
Schirra, Walter. Attached to RAF, 1917; 28th Pursuit Sq, 1917; 85th Pursuit Sq, 1918; 135th Aero Sq, Dec 1918; 2d Army Obsn Gp, 1919; father of Astronaut Walter Schirra, Jr.---166, 173, 180, 182, 183, 184, 185, 186, 188.
Schultz, Walter B. Pilot, 49th Aero Sq, Jan 1918; 213th Aero Sq, Apr 1918---86, 102.
Schultze, Louis F. 1st Lt (nonflying), 95th Pursuit Sq, Feb 1918, as Intel Off; 103d Pursuit Sq, Jun 1918---93.
Schwartz, Frederick H. (?) Secy of Gen Staff, IX Corps---154.
Scott, Ernest D. Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Col, C.O., Fld Arty Regts and Bdes, 1918; Brig Gen, 1931; ret, 1936---118.
Scott, Georges. Fr. painter---199, 200.
Sébille, Georges F. 2d Lt, Fr. Army Balloon Svc, on loan to Air Service, AEF; instr, Balloon Sch, Camp de Souge---42.
Sedgwick, Malcolm A. Lt, 6th Fld Arty, observer with Co "B," 1st Balloon Sq---44.
Selleck, Clyde A. (?) Maj, Arty, AEF, 1918; Actg Ch of Arty, First Army Corps, 1918, as Lt Col; C.G., 7th Corps Arty, 1919; Brig Gen, 1941; C.G., 71st Div Arty, Phil., 1941-42; Japanese POW, 1942-45; ret, 1947---123.
Severance. US civ from Cleveland, attending Fr. Arty Sch---158.
Shannon, James A. Grad, USMA, 1903; close friend of Lahm's after they served together in the Phil.; Personnel Bureau, GHQ AEF, 1917; requested combat duty, made C.O., 112th Inf Regt (28th Div), killed in Meuse-Argonne, 8 Oct 1918---30, 37, 49, 105, 140.
Sharp, William G. Member US House of Rep, 1909-1914; Ambassador to Fr., 1914-1919; died, 1922 (his book War Memoirs of William Graves Sharpe is of interest and value for the period of WW I)---21, 75.
Shedd, Gale, Jr. 1st Lt, 146th Fld Arty, 1918---121.
Sherman, William C. 2d Lt, learned to fly, Jul 1912; member 1st Aero Sq at orgn, 1913; Lt Col, CofS, First Army Air Svc, Aug 1918---149.
Shipman, Herbert. Chaplain at USMA when Lahm was a cadet; later, instr at USMA; author of "The Corps," a West Point song (for the words, see US Military Academy Official Register, 1960, p 144)---140.
Shipton, James A. Grad, USMA, 1892; Phil. Insur.; Brig Gen, C.G., 55th Fld Arty Bde; Chief, Antiaircraft Arty Svc, 1918; ret, 1920---77, 78.
Shumaker, F. N. Capt; US Radio Off with Br. Air Svc, 1917; Radio Sect, Air Svc, AEF, 1918; Maj, 1 Oct 1918---15.
Sieyes, Jacques de. Fr. Army, 1914-1915; Observer, No 65 Sq, 1916; instr, Ft Sill, 1917; Capt, Fr. Aerial Div Liaison with US Second Army Air Svc, 1918---126, 128, 129.
Slade, Laurence. Employee Equitable Trust Co, Paris; brother-in-law of William K. Thaw (q.v.)---158.
Smith, Claude E. 1st Lt, 4th Balloon Co, May 1918-Feb 1919---101.
Smith, Col. C.O., Riviera leave area---170.

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Smith, David P. Grad, Yale, 1910, 1912; Lt, Med Corps, 1917; Capt, 1918; member, Yale Hospital Unit, but on duty mostly with combat units---2, 92, 153.
Smith, Miss. US Red Cross worker, Fr.---196.
Smith, Walter D. Grad, USMA, 1901; Phil. Insur.; Panama Canal Comd, 1909-1913; Staff of GHQ AEF, 1918; War Dept Gen Staff, 1919-1920 and 1924-1928; ret, 1939, Brig Gen; active duty, 1941-1946---38, 41, 57, 74, 91, 105, 128, 161.
Soras, Comdt de. Fr. Cav off; member, Fr. Riding Team, Interallied Games, Paris, 1919---200,
Soubiran, Robert. Lafayette Escadrille, 1916; transferred to 103d Aero Sq, 26 Jan-Jul 1918, as Capt; Opn Off, 3d Pursuit Gp, Jul 1918; Maj, C.O., 3d Pursuit Gp, Oct 1918 (Soubiran was not a great fighter pilot but was a fine leader and administrator); Dep C.O., 1st Air Depot, 1918-1919---34, 51.
Soutzo, Col. Member Roumanian Riding Team, Interallied Games, Paris, 1919---200, 202.
Spaatz, Carl. Grad, USMA, 1914; pilot, 1916; Pershing Pun Exp; Capt, C.O., 31st Aero Sq, 1917; in charge of Aviation Instr Ctr, Issoudun, 1917-1918; Maj, 2d Pursuit Gp, Sep 1918; 13th Aero Sq, Sep 1918; Maj Gen, C.G., 8th AF, 1942; C.G., 12th AF and Northwest African AF, 1942-1944; C.G., US Strategic Air Forces (Eur.), 1944-1945; Gen, 1945; C.G., US Strategic Air Forces (Pacific), 1945; C.G., AAF, 1946-1947; CofS, USAF, 1947-1948---2.
Starbuck, Samuel T. 1st Lt, FA, Observer, 168th Obsn Sq, Oct 1918---186.
Steel, Ned. Cpl, 6th Air Park, Second Army Air Service---183n.
Steever, Edgar Z., 3d. 2d Lt, Inf, 1904; Capt, 1916; Air Service, 1917-19 as Maj, Lt Col; resigned 1919; General Electric executive, 1919---30, 85.
Steinhal, M. Head of Berget-Levrault Printing Firm, Nancy, Fr.---190.
Stevens, L. W. (?) 1st Lt; assigned as radio operator, Zone of Advance and attached to Air Service at Colombey-les-Belles as superviser of radio training---85.
Stewart, Redmond C. (?) Maj, JAG, 1st Ind Div---167.
Stilwell, Joseph W. Grad, USMA, 1904; instr, USMA, 1906-1910, 1913-1917; Staff, GHQ, AEF, 1918; Lt Col, G-2, IV Corps, 1918-1919; Col, 1919; Mil Attaché, China, 1935-1939; Maj Gen, 1940; C.G., III Corps, 1941-1942; C.G., US Forces in China-Burma-India, 1942-1944; Gen, 1944; C.G., Tenth Army, 1945; died, 1946---102.
Stimson, Henry L. Secy of War, 1911-1913; Lt Col, 305th Fld Arty, Aug 1917; Col, 31st Fld Arty, 1918; Secy of State, 1929-1933; Secy of War, 1940-1945; died, 1950---80.
Stone, David L. Grad, USMA, 1898; Sp-Amer War; Phil. Insur.; Moro Exp; Col, G-1, 3d Div and Second Army, 1918; Deputy CofS, Second Army, Nov 1918; Brig Gen, 1933; Maj Gen, 1936; C.G., 3d Div, 1936-1937; C.G., Panama Canal Dept, 1937-1940---156, 176,
Strong, Frederick S. Grad, USMA, 1880; Brig Gen, 1915; Maj Gen, C.G., 40th Div, 1917-1919; ret, 1919, as Brig Gen; 1930, as Maj Gen; Supt Mich Mil Academy---22, 142.
Stuart, Edwin R. Grad, USMA, 1896; instr, Engr, USMA, 1899-1903 and Staff College, 1904-1907; in charge of mil surveys, Phil. Islands, 1908-1910; Prof of Drawing, USMA, 1911-; died, 1920, as Lt Col---23, 34.
Stunkard, Horace W. PhD, Univ of Illinois, 1916; 1st Lt, pilot, 35th Aero Sq, 1917; instructor, Issoudun, 1918; Prof of Biology, NYU, 1919---73.
Sturgill, Walter S. ("Doc"). Grad, USMA, 1906; student, Cav Sch, Ft Riley, Kansas, with Lahm, 1910; Moro Exp; Col, 1918; Adj Gen Off, Chief of Arty, 1917-1918; Prof, Mil Science and Tactics, Harvard, 1929-1932; ret, 1938---32, 118.
Summerall, Charles P. Grad, USMA, 1892; Phil. Insur.; China Relief Exp; member, Mil Mission to Fr., 1917; Brig Gen, C.G., 67th Fld Arty Bde, Sep 1917; 1st Arty Bde, Dec 1917; Maj Gen, C.G., 1st Div, Jul 1918, V Corps, Oct 1918; C.G., IX Corps; CofS, US Army, 1926-1930; Gen, 1929; ret, 1931; Pres, The Citadel, 1931-1953---53, 175, 204.

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Sumner, Edwin V. Grad, USMA, 1908; Maj, Air Div, Sig Corps, Washington, Jan 1918; Lt Col, Air Svc, AEF, C.O., Romorantin, 1919; accidentally killed, Fr., Jun 1919---172.

Surcouf, Edouard. Fr. balloon builder; prominent in Aero Club of Fr.; balloon and dirigible pilot---189.

Suydam, James. Capt, Photo Off, Hq Second Army Air Serv, Nov 1918---143.

Sweezey, Claude B. Grad, USMA, 1892; C.O., 313th Inf Regt, 1918; Staff, 79th Div, 1918; Staff, 157th Inf Bde, 1917-1919; ret, 1920, Col---141, 161.

Sykes, Frederick H. Comdr, Mil Wg of RFC at its formation, 1912; Comdr, RFC in Fr., 1914-1915, and RNAS in Eastern Med. 1915-1916; Sr. War Off appointments for remainder of WW I; briefly Chief of Air Staff, 1918; an Air Rep at Paris Peace Conf, 1919; first Controller Gen of Civ Aviation, Air Ministry, 1919-1922; ret, 1922, to enter Parliament---189.

Tait, Roland S. 1st Lt, 8th Balloon Co, Nov 1917; 12th Balloon Co; POW, Sep-Nov 1918; Aero Club of Amer---126, 154, 154n.

Tardieu, André. Fr. Diplomatic Svc, 1897-1902; editor; Chief Censor, 1914; head of Fr. Commission to US, 1917; High Commissioner in Paris for all Fr.-US matters, 1918; youngest delegate to Paris Peace Conf, 1919; Premier of Fr., 1929-1930---201.

Taulbee, Edgar W. Grad, USMA, 1910; Cav, Maj, 1917; IG 31st & 35th Divs, 1918; member, US Riding Team, Interallied Games, Paris, 1919; C.O., Ft. Bliss; ret, Col 1945---197.

Taylor, Lewallace W. Lt, attached, Fr. 56th Balloon Co, Jan 1918; Observer, US 2d Balloon Co, 1918; Aide to Gen Patrick, 1919---37, 76, 179.

Temple, John B. US Air Svc; winch off; 1st Lt, 8th Balloon Co, May-Dec 1918---54.

Tesch, M. Citizen of Hesperange, Luxembourg---166.

Thaw, A. Blair. Brother of William K. Thaw (g.v.); 1st Lt, Flight Comdr, 1st Aero Sq, 1917-1918; C.O., 135th Aero Sq, Jul-Aug 1918; killed in flying accident, Aug 1918---182.

Thaw, William K. Senior member of Lafayette Escadrille when its personnel was transferred to the Air Svc, Jan 1918; Maj, C.O., 103d Pursuit Sq, Jan-Jul 1918; C.O., 3d Pursuit Gp, Jul 1918; ended war as Lt Col---20, 51, 96, 144, 151, 158.

Thayer, Arthur. Grad, USMA, 1886; Sp-Amer War; Phil. Insur.; instr in modern languages at USMA while Lahm was cadet; C.O., 2d Cav, AEF; Col, G-1 Sect, First Army, 1918---73, 128.

Thompson, Charles F. Grad, USMA, 1904; Lt Col, Col, G-2 Sect, First Army, 1918; Maj Gen, 1940; C.G., 3d Div and I Corps, 1941-1942; C.G., Allied Forces Fiji Islands, 1942-1944; C.G., Mil District of Washington, 1944-1945---49, 73, 91, 103, 119, 123, 142, 156.

Thompson, George M. 2d Lt, Athletic Off, 5th Pursuit Gp, 1918; Capt, 638th Aero Sq, 1919---173, 176.

Thompson, Steven W. Lt, 1st Aero Sqdn---60n.

Thornburg, Robert M. Col, Med Corps; C.O. Justice Hospitals, Fr., Nov 1918-1919---160.

Thornell, John G. Grad, USMA, 1910; Capt, Inf, Dec 1917; Balloon Sch, Oct 1918; Maj, C.O., VI Corps Balloon Gp, Nov-Dec 1918; First Army Air Svc, Dec 1918-Apr 1919; killed in crash of dirigible Roma, 1922---143.

Thurber, Dr. Edward G. Grad, Univ of Michigan, 1857; pastorates in New York and Mass, 1862-1889; pastor, Amer Church in Paris, 1889-1904; New York City, 1904-.---21.

Tilt, Albert. Capt, Signal Corps, 1917; member, US Aircraft Production Bd, in England and France, Jan-April 1918; resigned June 1918---55.

Tinant, J. T. Maj, Belgian Army; Chief of Belgian Mission at GHQ AEF, 1917-1918---76.

Tissandier, Paul. Son of a well-known Fr. balloonist; prominent balloon pilot; member, Aero Club of Fr.; Secy, FAI; flew with Wright Bros, Fr., 1908; pilot, 1908; set world speed record of 34 m.p.h. in a Wright Flyer, 1909---189.

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Tobin, Edgar G. Lt, 94th Aero Sq; Capt, 103d Pursuit Sq, Apr 1918; Capt, 3d Pursuit Gp, Nov 1918; shot down 6 enemy aircraft---99.
Towers, John H. Grad, USNA, 1906; one of earliest and most famous naval aviators; Asst Dir of Naval Aviation, WW I; Comdr, Transatlantic Flight, 1919; Chief, Bureau of Aeronautics, 1939-1942; key Air and Navy positions in Pacific, WW II; ret as Adm---189.
Traub, Peter. Grad, USMA, 1886; Indian Wars; Sp-Amer War; Phil. Insur.; Moro Exp; C.G., 51st Inf Bde, 1917-1918; Maj Gen, C.G., 35th Div, Jul-Dec 1918; ret, 1928---92, 153.
Trenchard, Hugh M. Entered Br. Army, 1893; pilot, 1912; Comdr, RFC, Fr., 1917; Comdr, Independent Air Force, 1918; Chief of Air Staff, 1919-1929; Marshal of the RAF, 1927; Commissioner of Metropolitan Police, 1931-1935; developed new ideas for use of airpower, notably strategic bombardment, and had strong influence on "Billy" Mitchell and others; one of the great figures in Br. mil aviation---10, 16, 97, 97n, 103, 122, 145, 146.
Tronchet, M. Distinguished Fr. architect---204.
Truesdale, Philemon E. Commissioned, July 1917; Base Hospital 39, Yale Hospital, Aug 1917; Maj, Oct 1918; discharged Mar 1919---92.
Trunk, Otto G. 2d Lt, FA, assigned to 12th Aero Sq, Oct 1918; 1st Lt, Adj, IV Corps Obsn Gp, 1919---167.
Tupper. Army enlisted man; fine horseman---184.
Turnure, George E. Lafayette Flying Corps, Feb 1917-Jan 1918; 1st Lt, 103d Pursuit Sq, Jan-Aug 1918; 28th Pursuit Sq, Aug-Nov 1918---93, 93n.
Tyner, George P. Capt, Sp-Amer War; Phil. Insur.; Mex Border, 1916; Lt Col, G-4 Sect, First Army, 1918; G-4, Second Army, 1918; Brig Gen, 1936; G-4, Hq War Dept, 1938---156, 167.
Uberalli, Maj. Member, Italian Riding Team, Interallied Games, Paris, 1919---201, 202.
Uhl, Frederick E. Grad, USMA, 1910; Moro Exp; Gen Staff, GHQ AEF; 3d Div, 1918; instr, USMA, 1920-1924; Maj Gen, 1942; C.G., 7th Svc Comd, 1941-1944; C.G., 4th Svc Comd, 1944-1945---91.
Ulio, James A. Commissioned, 1904; G-1, 35th Div and G-1 (Lt Col), IV Corps, 1918; Mission to Armenia, 1919-1920; Brig Gen, 1939; Maj Gen and Adj Gen, US Army, 1942-1946---91.
Upson, Ralph H. Son of Will Upson (q.v.); cousin of Lahm; grad, Stevens Institute of Tech, 1910; member, Aero Club of Amer; Prof, Univ of Minn; won Gordon Bennett Balloon Race, 1913, Nat Balloon Race, 1921; Chief Engr, Aeronautical Dept, Goodyear, 1914-20; pilot; distinguished aeronautical engr; author---158, 159.
Upson, Will. Cousin of Lahm; US Red Cross worker, attached to Fr. I Corps---38, 156, 156n, 158.
Upson, William Hazlett. Son of Will Upson (q.v.); cousin of Lahm; Pvt, 13th Fld Arty, AEF, 1918; Army of Occupation, 1918-1919; well known in recent years as the author of The Saturday Evening Post stories about Alexander Botts and the Earthworm Tractor Co---156, 158.
Van Den Vaero, Maximilien. Fr. Army, 1900; Capt, 1914; II Army Air Svc, 1916-1917; C.O., Fr. Airdrome at Sommesous, 1918; Staff, 32d Regt of Aviation, 1924---177.
Vanderbyl, Capt. Br. Air Svc Balloon School---7.
Van Horn, Robert O. Grad, Univ of Michigan, 1897; 2d Lt, 1899; Asst Chief Air Svc Opns, Zone of Advance, Dec 1917; Asst Chief Air Service Advance Sect, SOS, Jun 1918, Col, C.O., 3d Inf Bde, Sep 1918; C.O., 9th Regt, Oct 1918; Brig Gen, 1933---29, 44, 46, 51, 56, 57, 59, 61, 62, 74, 77, 79, 80, 87, 90, 91, 93, 102.
Van Voorhis, Daniel. 2d Lt, 1900; Col, Cav, AEF, WW I; at end of WW I, C.O., Embarkation Camp at Brest, Fr.; Brig Gen 1936; Lt Gen, 1940; in early 1930's played a major role in development of tanks---203, 204.
Vatel. Fr. Cav Off who, as a Lt, was in Lahm's class at Saumur, 1906-1907---198, 201.

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Vaulx, Henri de la. Leading Fr. balloon pilot; set early world's long distance record for balloons; first man to cross the Mediterranean in a balloon, 1901; competed in first Gordon Bennett International Balloon Race, 1906 (won by Lahm and Maj Hersey, whose balloon had been bought from de la Vaulx by Lahm's father); Pres, FAI; Fr. Liaison with Air Svc, AEF, 1917-1918; Tours, Apr 1918; killed in plane crash near NY City, 1930---29, 32, 181.
Veit, Sidney B. Amer residing in Paris; member of Foreign Svc Committee, Aero Club of Amer---17, 28, 182, 184, 189, 201.
Verné, Jacques. Capt, 48th Fr. Balloon Co---35, 41, 43.
Vickery, James C. CAC; 1st Lt, 186th Aero Sq, Nov-Dec 1918; Capt, 4th Pursuit Gp, 1919---174.
Vidmer, George. Grad, USMA, 1894; Sp-Amer War; Phil. Insur.; Col, C.O., 305th Inf Regt, 1918; Asst Ch of Cavalry, 1920-24; C.G., 2d Cav. Brig 1933-35; Brig Gen, 1933---198, 199, 200.
von Holtzendorf, John D. 2d Lt; learned to fly, 1916; 1st Lt, Fld Arty, attached to 1st Aero Sq, 1916---205.
Voris, Alvin. Sig Corps, AEF, 1918; Sig Off, V Corps, 1918---57, 136.
Voyer, Col. Prominent Fr. Balloon Comdr before WW I---18.
Waddington, Mr. Frenchman of Eng. descent, member Fr. Mission to US---175, 199.
Wadhams, Sanford H. Med Corps; Lt Col, Deputy to Chief Surgeon, AEF, 1917-1918; assigned Hq AEF, Chaumont, Sep 1917; Col, 1918---33, 43.
Wainwright, Jonathan M. Grad, USMA, 1906; Moro Exp; Lt Col, Gen Staff, 76th and 82d Divs, and Third Army, 1918-1919; US Forces in Ger., 1919; Brig Gen, 1938; Lt Gen, 1942; C.G., Bataan and Corregidor, 1941-1942; POW (Japan), 1942-1945; Gen, 1945; C.G., Fourth Army, 1945-1947---184.
Walker, Meriwether L. Grad, USMA, 1893; Pershing Pun Exp; Prof, USMA, 1914-16; Chief Eng., 41st Div, 1917; Staff Off, GHQ AEF, Jan-July 1918; Dir, Motor Trans Corps, 1918-19; Gov, Canal Zone, 1924-1928; Brig Gen, 1927---17, 23.
Wallace, Charles S. Capt, 1916; Col, Chief Sig Off, SOS, 1917-1918---23.
Wallace, Howard. Former Harvard football player; Lt, Second Army Air Svc---169.
Walmsley, Miss. YMCA worker at Brest, sister of Stephen Walmsley (q.v.)---204.
Walmsley, Stephen M. Grad, USMA, 1912; Lt in 7th Cav in Phil. with Lahm, 1904, Lt Col, 1918; killed 1928 auto accident, Encino, New Mex---44.
Wangen, Ann Marie de. Citizen of Chambley, Fr.; old friend of Lahm and his sister---187.
Warburton, Barclay H. Capt, Signal Corps, May 1917; Mil. Attaché, London, July 1917-May 1919; Major, March 1918; Mil. Attaché, Paris, May 1919; Lt Col, QM Section, ORC, Sep 1919---7.
Ward, Ralph T. Grad, USMA, 1904; G-3 Sect, First Army, 1918; Col, Eng., First Army and Eastern Def Comd, 1941-1944---122, 123, 149.
Wardwell, M. H. Maj; Construction Dept, AEF; Air Svc Production Ctr No 2, Nov 1918---56, 81.
Ware, Raymond. Grad, MIT, 1907; Thomas-Morse Aircraft Co. 1917-30; Member Aero Club of Amer; engineer; inventor---28.
Warren, Harry P. 1st Lt, Oct 1917; at Fr. Balloon Stations at Chalais-Meudon and St Cyr, Feb 1918; established Balloon Repair Depot at Is-Sur-Tille; Balloon Repair Depot, Romorantin, Aug 1918---74.
Waterous, Donald J. Amer with Br. Royal Air Svc; Capt, 1918---79.
Watkins, Lewis H. Grad, USMA, 1907; Col, Gen Staff, GHQ AEF, 1918; G-5, First Army, Aug 1918; Col, G-2, First Army, 1942-1944---122, 133, 149, 182.
Watson, Dayton D. 2d Lt, 354th Aero Sq, 8th Aero Sq, 1918; shot down, POW, 8 Nov 1918; escaped 13 Nov 1918---148.
Watson, John B. Ph.D., Chicago, 1903; Prof of Psychology, John Hopkins, 1908-1920; ed, journals of psychology, 1908-1927; Maj, 1917; Aviation Section, Signal Corps, 1917; Ch, Psychological Sect, in Off of Ch Surgeon, Air Service, 1918; author---57.
Watts, Raymond. 1st Lt, 25 Aero Sq, Second Army Air Service---183n.

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Weaver, Mrs. Henry M. ("Aunty Nell"). Mansfield, Ohio; older sister of Lahm's mother, Adelaide Purdy Lahm---1, 206.
Webb-Bowen, Tom Ince. Gen, C.G., 2d Br. Army Air Svc, 1917-1918; Comdr, RAF, India, 1919-1921, and RAF, Middle East, 1926-1929; Air Ministry (Personnel), 1930; Comdr, Wessex Bombing Area, 1931-1933; Air Vice Marshal; knighted---14, 16n.
Weigel, William. Grad, USMA, 1887; Indian Wars; Phil. Insur.; Brig Gen, C.G., 56th Brig, 1918; Maj Gen, C.G., 88th Div, Sep 1918-Jun 1919; Maj Gen, 1924; ret, 1927---175.
Weldon, Mrs. Mary P. ("Mom"). Mansfield, Ohio; Lahm's aunt, with whom he lived from age 2 (when his mother died) to age 16 (when he went to Fr. with his father for a year)---1, 161n, 206.
Weldon, William McElroy ("Will"). Son of Mrs. Mary P. Weldon (q.v.)---206.
Weldon, William Jr. Son of William ("Will") Weldon (q.v.)---206.
Wells, Briant H. Grad, USMA, 1894; Sp-Amer War; Phil. Insur.; Gen Staff, 1916-1917; Brig Gen, CofS, VI and IV Corps, AAF, 1918-1919; Asst CofS, Army 1921-23, 1926-27; Comdt Inf Sch, 1923-26; Maj Gen, 1928; ret, 1935---145.
Wells, H. G. Famous British author---3n.
West, William W. Grad, USMA, 1905; Pershing Pun Exp; QM Remount Div, AEF, 1918; Lt Col, 1919; Saumur Cav School, 1922-1923; ret, 1942; active duty, WW II; ret, 1944 (noted horseman)---160, 184, 197.
Westcott, Charles T. Grad, Princeton, 1898; 2d Lt, USMC, 1900; Capt, 1908; Maj, 1916, Lt Col, 1918; C.O., 1st Bn, 104th Inf. Regt, 26th Div, Sep 1918---93.
Westervelt, William I. ("Tex"). Grad, USMA, 1900; Phil. Insur.; Instr, USMA, 1904-06; Fld Art Bd, 1910-11; Adj, 1st Arty Bde, 1918; Brig Gen and Asst to Chief of Arty, 1918; Watervleit Arsenal, 1919-23; ret, 1928; with Sears-Roebuck, 1928-1940---36, 73, 121.
Weygand, Maxime. Capt and instr at Saumur, 1906-1907; Gen, CofS to Marshal Foch, 1914-1923; Chief of Gen Staff, 1930; IG, 1931-1935; CINC, all Allied Forces, 1940; prisoner of Ger., 1942-1945---201.
Wheeler, Charles B. Grad, USMA, 1887; in Off, Chief of Ordnance, 1896-1906; Maj to Col, C.O., Watertown (Mass) Arsenal, 1908-1917; Brig Gen, Chief Ordnance Off, AEF, Apr 1918; ret, 1919---106.
Wheeler, Sheldon H. Grad, USMA, 1914; Pershing Pun Exp; 1st Aero Sq, 1916; Exec Off, Orly Fld (Maj), 1918-1919; killed in air crash, 1921 (Wheeler Fld, Hawaii, named for him)---178, 181.
Wheeler, Walter R. (?) Grad, USMA, 1907; Pershing Pun Exp; Lt Col, AG, 1st Div, 1918; ret, Col, 1943---73.
White, Edward H. 1st Lt, Nov 1917; Capt, Aug 1918; Asst Chief, Balloon Gp, VI Army Corps, Dec 1918---159.
White, Henry C. Lt, Sp-Amer War; Capt, Inf, 1917; C.O., 24th Balloon Co, 1917-1918; C.O., Balloon Gp, VI Corps, Dec 1918; Balloon Gp, 3d Army Corps, 1919---159.
White, Wilbert W. Grad, Xenia Theological Seminary, 1885; PhD, Yale, 1891; minister; founder and Pres Bible Seminary, NY, 1900-1940; author---182, 185.
White, Wilbert W., Jr. 1st Lt, 147th Pursuit Sq, Feb-Oct 1918; shot down 7 enemy aircraft; killed in action, 10 Oct 1918, son of Wilbert W. White (q.v.)---182, 183n.
Whitehead, Henry C. Grad, USMA, 1896; Sp-Amer War; trained with a Prussian Cav Regt, 1912-1914; Col, Asst Chief, Air Svc, Admin, Dec 1917; Asst Chief, Air Svc, Hq SOS (Tours), Jun 1918; Col, CofS, Hq Air Svc, Nov 1918; Asst QM Gen, 1930; ret, 1934, as Brig Gen---29, 30, 86, 155, 160, 162, 165, 172, 174, 182, 183, 184, 185, 186n, 187, 189, 198, 206.
Whittlesey, Charles W. Maj, C.O., 2d Batt, 308th Regt, 1918; Lt Col, Oct 1918. In civil life, New York lawyer---136n, 140n.
Whitton, Frederick E. Author---4.

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Wickersham, Cornelius. Grad, Harvard, 1906, 1909; lawyer; Maj, AEF, 1918; Lt Col and Col, Army Reserve, 1920-1940; active duty, 1940-1945; Brig Gen, 1942; C.G., School of Mil Govt, 1942-1944; C.G., 42d Div, NY Nat Guard, 1946. Son of George W. Wickersham, former Atty Gen, US (q.v.)---126.
Wickersham, George W. Grad, Univ of Penn, 1880; lawyer; Atty Gen of US, 1909-1913; member of many post-WW I commissions; trustee of various institutions---133.
Wildrick, Edward W. Grad, USMA, 1906; G-3, 79th Div, 1918; Gen Staff, VI Corps, 1918; ret, 1937, Col---140.
Willcox, Cornelis DeW. Grad, USMA, 1885; Sp-Amer War; Prof of Modern Languages, USMA, 1910-1925---32, 41.
Williams, "Billy." Apparently, this is Col George Williams (?) who was with Lahm in the 7th Cav, 1910-1911---142.
Williams, Bill N. 2d Lt; Observer, 278th Aero Sq; died from burns received in plane crash, 29 Nov 1918---153.
Williams, R. Norris, II. Lt, Fld Arty, 1917; Aide to Gen Harbord (q.v.), 1918-1919; Williams was one of the earlier great Amer tennis players (US amateur champion)---171.
Williams, Roger. Comdr, US Navy; resigned as Comdr, 1920---88.
Williams, Roger H. Grad, USMA, 1910; G-2, I Corps, Jul 1918, and 5th Div, Dec 1918; Lt Col; member Armistice Commission, 1918; Reserve Col, 1924; active duty, Air Force, 1941-1944; War Dept Gen Staff, 1942; Troop Carrier Comd., 1942-1944---118.
Williamson, Clifton P. Capt, US Red Cross; Dir of Advanced Aviation Gps, Army and Navy Service, Toul; Maj, April 1919---162, 174.
Willis, Robert H. Capt, 1st Aero Sq, Jul 1915; Airplane Div, Sig Off, 1917; Lt Col, Opns Div, First Army Air Svc, Jul 1918; C.O., VII Corps Air Svc, Aug 1918; accidentally shot and killed self, Sep 1918---93, 94, 95.
Wilmer, Harry W. Lt, Observer, 20th Bomb Sq; killed in action, 10 Oct 1918---166.
Wilson, Capt. C.O., Motor Mechanics at Fr. Air Park---82.
Wilson, Francis. Distinguished American actor, 1887-1925; Pres, Actor's Theater; author; dramatist; father of Frances Wilson Huard (q.v.)---4.
Wilson, Margaret. Daughter of Pres. Woodrow Wilson; studied at Peabody Conservatory of Music, 1905-1906, and under various teachers of voice, 1906-1919; concert tours, WW I; sang for AEF, Fr., 1918-1919---147, 176.
Wilson, Mrs. Woodrow. Second wife of Pres. Woodrow Wilson, Dec 1915 (formerly Mrs. Edith Bolling Galt)---180, 188.
Winn, Frank L. Grad, USMA, 1886; Sp-Amer War; Phil. Insur.; Maj, Aide to Gen Arthur MacArthur, 1904-1909; Pershing Pun Exp; Col, 1916; Maj Gen, C.G., 89th Div, 1918; ret, 1922, Maj Gen---175.
Winn, John S. Grad, USMA, 1888; Vera Cruz Exp; Col, IG, SOS, Tours, 1918; Brig Gen, C.G., 157th Inf Bde, 1918; ret, 1922; Col; Brig Gen, ret, 1930---161.
Winslow, Alan. Lafayette Flying Corps; 2d Lt, US Air Svc, Feb 1918; 94th Pursuit Sq until wounded and shot down 31 Jul 1918; POW; repatriated, 9 Jan 1919; Billy Mitchell made him his Aide, although Winslow had lost his left arm as a result of his wound---59, 60, 60n.
Witherup, M. L. 1st Lt, 8th Balloon Co, Nov 1917; C.O., 8th Balloon Co, Nov 1917; Capt, Second Army Air Service, Aug 1918; C.O., Balloon Gp, IX Corps, Dec 1918; Aero Club of Amer---161, 163.
Wittenmyer, Edmund. Grad, USMA, 1887; China Relief Exp; Phil. Insur.; Brig Gen, C.G., 153d Inf Bde, 1917-1918; Maj Gen, C.G., 7th Div, Oct 1918---155.
Wolf, Paul A. Grad, USMA, 1890; Indian Wars; Sp-Amer War; Phil. Insur.; Vera Cruz Exp; Brig Gen, C.G., 66th Inf Bde, AEF, 1918; Brig Gen, 1925; ret, 1932; Maj Gen (ret), 1942; expert marksman---152.
Wood, Harry T. 1st Lt, 24th Aero Sq, 1918; Capt, C.O., 24th Obsn Sq, 1919---185.
Wood, Junius B. Grad, Univ of Michigan, 1903; war correspondent, Chicago Daily News, 1907-1934, with AEF, 1917-1919; author---46.

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Wood, Robert E. ("Woody"). Grad, USMA, 1900; Phil. Insur.; Chief of Transportation in Coordination Sect, GHQ AEF, 1917; Brig Gen, 1918; Actg QM Gen, US Army, 1918-1919; ret, 1930; with Sears Roebuck, 1924-1954, retiring as Chairman of Bd, 1954 (very close friend of Lahm's)---1, 28, 30, 33, 34.
Woodhouse, Henry. Born Mario Terenzio Enrico Casalegno, Turin, Italy; came to Amer in 1904; founder of Flying magazine; proprietor, Atlantic City Airport, 1919; outstanding authority and writer on aeronautics; Secy and Gov of Aero Club of Amer---205.
Worsley, H. G. Lt Col, Br. Antiaircraft---77.
Worthington, Capt. Br. Air Svc; Balloon Repair Sect, British 1st Air Depot---15, 16.
Wrenn, Theodore W. Capt, C.O., US 4th Balloon Co---39, 60.
Wright, Lt. Col. Member, US Antiaircraft Bd in Fr., 1917---45.
Wright, Wilbur. With his brother Orville was first to make a powered, controlled flight in a heavier-than-air machine, 17 Dec 1903; died, 1912---76, 188, 202, 203.
Wynn, William. Capt, 8th Aero Sq, Sep 1918; Maj, C.O., 135th Obsn Gp, Second Army, Nov 1918---155, 156.
Yon, Capt. Member, Fr. Balloon Svc; Liaison Off and instr to the Amer Balloon Svc in Fr---18, 22, 38, 45, 53, 90, 99.
Ziem, Feliz. Fr. painter who specialized in the areas of Constantinople and Venice---169.
Zinn, Frederick W. Fr. Foreign Legion, 1914-1916; gunner-bombardier, Lafayette Escadrille, 1917; US Air Svc, AEF, Nov 1917; Capt, 1917, 135th Aero Sq, 1918; GHQ AEF (Chaumont), and 1st Air Depot, Colombey, 1918; after Armistice was Chief of Amer Mission for locating graves of US airmen---80, 82, 85, 96, 161.
Zollers, Anne. A close family friend of the Lahms; daughter of a Canton, Ohio, merchant; with Red Cross in Fr.; died of influenza in Fr., 1919---186.

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Units

1st Aero (Observation) Squadron (U.S.)---32n, 33n, 39n, 48, 48n, 56, 57, 57n, 59, 60n, 77, 81, 182
1 Aircraft Depot (Br.)---10, 15.
1st Air Depot (U.S.)---28n, 44, 44n, 46, 77, 78, 79, 82, 86, 92, 96, 156, 162, 165, 178, 179, 182, 190, 197.
1st Army (Fr.)---78, 87.
First Army (U.S.)---80, 85, 85n, 86, 96n, 103, 105, 118, 119, 120, 122, 124, 125, 128, 129n, 130, 131, 133, 136, 145, 146, 158, 171, 175, 181.
1st Army Aeronautique (Fr.)---39.
First Army Air Service (U.S.)---29n, 87, 88n, 90-102, 103, 104, 107, 125, 129n, 141, 144, 172, 182, 206.
First Army Observation Gp. (U.S.)---144.
1st Balloon Company (U.S.)---34n, 96, 100, 106, 144.
1st Balloon Wing (Br.)---9.
1st Balloon Wing (U.S.)---144.
1st Bombardment Group (U.S.)---144, 151.
1st Brigade (U.S.)---85n, 92n, 122, 127, 133, 136, 167.
I Corps (Fr.)---156.
I Corps (U.S.)---57, 57n, 59n, 77n, 90, 100, 104, 120, 125, 130.
I Corps Air Service (U.S.)---38n, 59n, 82.
I Corps Observation Gp. (U.S.)---92n, 100, 144.
I Corps Observation Training Center (U.S.)---33n.
I Corps School (U.S.)---33, 55.
1st Division (U.S.)---33, 53, 56, 84, 99, 100, 105, 125, 126, 127, 132, 133, 136, 149, 152, 204, 205.
1st Moroccan Div. (Fr.)---46, 80.
1st Observation Group (U.S.)---39n, 62, 77.
1st Pursuit Group (U.S.)---50, 51, 78n, 87n, 89, 91, 92, 100, 106, 141, 144, 149, 161, 177, 183n.
1st Pursuit Wing (U.S.)---144.
2d Air Brigade (Br.)---12, 14.
2d Aircraft Depot (Br.)---16.
2d Army (Br.)---12, 14, 15, 120, 131.
2nd Army (Fr.)---54, 62, 129, 130.
Second Army (U.S.)---130, 131, 146n, 149, 152, 155, 156, 163, 164, 168, 173, 174, 176, 179, 180, 181.
2nd Army Aeronautique (Fr.)---54, 60.
Second Army Air Service (U.S.)---141, 142, 143, 144, 145, 147, 151, 153, 157, 171, 172, 176, 179, 183n, 187, 189, 190, 202.
Second Army Artillery (U.S.)---146.
Second Army Balloon Wing (U.S.)---142, 143.
2nd Artillery Brigade (U.S.)---54.
2nd Balloon Company (U.S.)---34n, 35, 44n, 92, 96, 100, 144.
2d Balloon Sqdn. (U.S.)---34n, 43, 60, 90, 95n.
2 Balloon Wing (Br.)---12.
2nd Brigade (U.S.)---47, 53, 126.
2nd Cavalry (U.S.)---73, 126, 128.
2nd Colonial Corps (Fr.)---125, 126, 141.
2nd Colonial Corps Air Service (Fr.)---141, 142, 143, 145.
II Colonial Corps Air Service Balloon Gp. (Fr.)---143.
II Corps (U.S.)---61n, 107, 120.
II Corps Air Service (U.S.)---61.
2nd Day Bombardment Group (U.S.)---143, 151, 153, 155, 179, 182.
2nd Division (U.S.)---53, 62, 83, 99, 100, 104, 121, 131, 145, 174, 184, 191, 204.
2d Park Aeronautique (Fr.)---20.
2nd Pursuit Group (U.S.)---97, 102n, 144, 182.
2d Reserve Depot de Ravitaillement (Fr.)---18.
3rd Air Park (U.S.)---142.
Third Army (Br.)---53, 146n.
Third Army (U.S.)---148, 149, 152, 153, 157, 162, 164, 167, 181, 182, 183, 187, 199.
3rd Army Air Service (Br.)---16.
Third Army Air Service (U.S.)---148, 172, 175, 188.
3rd Balloon Company (U.S.)---34n, 96n, 144, 167.
3rd Balloon Squadron (U.S.)---75.
3d Battalion 18th Inf (U.S.)---46.
III Corps (U.S.)---99, 100, 119, 124, 130, 167.
III Corps Air Service (U.S.)---107, 118, 187.

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III Corps Observation Gp. (U.S.)---144.
III Corps Balloon Gp. (U.S)---167.
3rd Division (U.S.)---83, 97, 100, 167.
3rd Field Artillery Regiment (U.S.)---189.
3rd Photo Section (U.S.)---143.
3rd Pursuit Gp. (U.S.)---96, 102n, 126n, 144.
Fourth Army (Br.)---107, 146n.
4th Army (Fr.)---22, 130, 131, 132.
4th Balloon Company (U.S.)---34n, 76, 95, 96, 97, 100, 101, 102, 144.
IV Corps (U.S.)---91, 103, 120, 124, 125, 128, 131, 145.
IV Corps Balloon Gp. (U.S.)---143.
IV Corps Observation Gp. (U.S.)---142, 155.
4th Division (U.S.)---100, 131, 156.
4th Photo Section (U.S.)---142.
4th Pursuit Group (U.S.)---143, 153, 155, 157, 164, 174.
5th Army (Br.)---14, 53.
5th Balloon Co. (U.S.)---75n, 144.
5th Cavalry Division (Fr.)---132.
V Corps (U.S.)---120, 123, 125, 126, 130, 132, 140.
V Corps Observation Gp. (U.S)---144.
5th Division (U.S.)---174.
5th Pursuit Group (U.S.)---143, 151, 155, 159, 160, 169, 173, 175, 176, 179, 202.
5 Pursuit Sqdn. (Br.)---10n.
5th Wing, Air (Br.)---14.
6th Air Park (U.S.)---143, 183n.
Sixth Army (Fr.)---17n, 20, 21, 100, 119.
Sixth Army Air Service (Fr.)---19, 105.
6th Balloon Co. (Br.)---13.
6th Balloon Co. (U.S.)---75n, 144.
6th Cavalry (U.S.)---127.
VI Corps (U.S.)---120, 131, 142, 151, 159, 160, 166, 174, 175, 184.
VI Corps Air Service (U.S.)---142.
VI Corps Balloon Gp. (U.S.)---143.
VI Corps Observation Group (U.S.)---143, 155, 159.
6th Division (U.S.)---100.
6th Field Artillery (U.S.)---7.
7th Balloon Co. (U.S.)---75n, 102, 144.
7th Cavalry (U.S.)---7, 49, 184.
VII Corps Observation Gp. (U.S.)---144.
7th Division (U.S.)---155, 164, 168, 173, 174, 175.
7th Field Artillery (U.S.)---167.
8th Army (Fr.)---28, 89, 97, 131.
8th Balloon Co. (U.S.)---75n, 144.
VIII Corps (U.S.)---149.
8th Inf., Ohio Nat. Guard---1.
8th Observation Squadron (U.S.)---143, 148, 152.
9th Balloon Co. (U.S.)---144.
IX Corps (U.S.)---149, 152, 154, 175.
9th Infantry Regiment (U.S.)---60, 62, 201.
9th Night Observation Sqdn. (U.S.)---144.
9th Night Reconnaissance Squadron (U.S.)---168.
9th Photo Section (U.S.)---143, 183n.
9th Pursuit Sqdn. (Br.)---10n.
10th Army (Fr.)---119, 149.
10th Balloon Co. (U.S.)---143.
11th Army Corps Air Hq. (Fr.)---19.
11th Balloon Co. (Br.)---12.
11th Day Bombardment Sqdn. (U.S.)---144.
12th Balloon Co. (U.S.)---144.
12th Field Artillery Regiment (U.S.)---205.
12th Observation Squadron (U.S.)---39n, 76, 77, 103, 144, 167.
13th Balloon Company (U.S.)---161, 162.
13th Cavalry (U.S.)---160.
13th Field Artillery Regiment (U.S.)---156.
13th Photo Section (U.S.)---143.
13th Pursuit Squadron (U.S.)---96, 144, 152.
14th Balloon Co. (U.S.)---158.
15th Balloon Co. (U.S.) 143.
16th Balloon Co. (U.S.)---143.
16th Infantry Regiment (U.S.)---51, 133.
17th Aero (Pursuit) Sqdn. (U.S.)---53, 107, 143, 145, 153, 156.
17th Corps (Fr.)---130, 131, 140.
18th Inf. Regt. (U.S.)---84, 105, 127, 133, 163.
19th Field Artillery Regiment (U.S.)---157, 166, 174.
20th Balloon Co. (Fr.)---143.
20th Bombardment Squadron (U.S.)---144, 161.
XX Corps (Fr.)---99, 100.
20th Infantry Regiment (U.S.)---81.
21st Infantry Regiment (U.S.)---89.

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22d Aero (Pursuit) Sqdn. (U.S.)---53, 144.
23d Balloon Co. (Fr.)---36.
23rd Infantry Regiment (U.S.)---191.
24th Balloon Company (U.S.)---161, 163.
24th Observation Squadron (U.S.)---141, 144, 185.
25th Aero (Pursuit) Squadron (U.S.)---142, 143, 151, 153, 178, 179, 183n.
25th Balloon Company (U.S.)---161.
26th Division (U.S.)---53, 56, 62, 77, 80, 91, 92, 125.
26th Infantry Regiment (U.S.)---84.
27th Div. (U.S.)---107.
27th Pursuit Squadron (U.S.)---78, 79, 85, 90, 92, 144, 161.
28th Aero (Pursuit) Sqdn. (U.S.)---53, 57, 144.
28th Division (U.S.)---97, 100, 119, 140, 153, 162, 163, 173, 176.
28th Inf. Regiment (U.S.)---84.
28th Observation Sqdn. (Fr.)---143.
29th Division (U.S.)---130.
30th Division (U.S.)---107, 120.
32d Corps (Fr.)---46, 80.
32nd Division (U.S.)---100, 105, 119, 130.
33rd Division (U.S.)---106, 149, 152, 174.
34th Balloon Company (Fr.)---99.
35th Division (U.S.)---151, 152, 153, 161, 164.
35th French Corps Aviation---162, 164.
36 Division (U.S.)---131.
37th Division (U.S.)---120, 141.
XXXVIII Corps (Fr.)---77n, 100.
39th Infantry Regiment (U.S.)---205.
41st Pursuit Squadron (U.S.)---143, 160.
42d Balloon Co. (Fr.)---45, 144.
42d Balloon Co. (U.S.)---144.
42d Division (U.S.)---2, 49, 53, 61, 73, 97, 100, 104, 105, 106, 127, 167.
47th Balloon Section (Br.)---12, 13, 14.
47th Infantry Regiment (Ger.)---162.
47th Observation Sqdn. (Fr.)---143.
48th Balloon Co. (Fr.)---35.
49th Pursuit Sqdn. (U.S.)---144
50th Balloon Co. (Fr.)---45.
50th Observation Sqdn. (U.S.)---140n, 144.
51st Infantry Brigade (U.S.)---47, 126.
52d Balloon Co. (Fr.)---143.
53d Balloon Co. (Fr.)---37.
54th Balloon Co. (Fr.)---36.
56th Balloon Company (Fr.)---37.
67th Artillery Brigade (U.S.)---49.
69th Balloon Co. (U.S.)---143.
69th New York (N.G.) Regiment (U.S.)---73.
70th Inf. Brig. (U.S.)---151.
73d Balloon Co. (Fr.)---45, 49.
74th Balloon Co. (Fr.)---45.
74th Infantry (Fr.)---50.
77th Division (U.S.)---119, 136, 140.
79th Division (U.S.)---140, 141.
81st Balloon Co. (Fr.)---54, 55, 60.
82nd Division (U.S.)---92, 95, 96, 97, 136.
84th Balloon Company (Fr.)---47, 73.
85th Observation Sqdn. (U.S.)---142, 166, 176.
88th Division (U.S.)---161.
88th Observation Squadron (U.S.)---39, 78, 83, 93, 144.
90th Observation Squadron (U.S.)---93, 144.
91st Balloon Co. (Fr.)---39, 44.
91st Div. (U.S.)---120.
91st Observation Squadron (U.S.)---78, 82, 89, 90, 93, 101, 123, 144, 152, 167.
93rd Pursuit Sqdn. (U.S.)---144.
94th Pursuit Squadron (U.S.)---50, 59, 60, 62, 74, 76, 77, 78, 80, 81, 84, 92, 100, 144, 157, 167, 179, 185.
95th Pursuit Squadron (U.S.)---50, 59, 77, 80, 81, 85n, 91, 92, 144.
96th Day Bombardment Squadron (U.S.)---88, 89, 96, 144, 155.
99th Observation Squadron (U.S.)---75, 144.
100th Bombardment Sqdn. (U.S.)---143.
103rd Pursuit (Aero) Squadron (U.S.)---20n, 44, 51, 93n, 144, 157.
104th Observation Sqdn. (U.S.)---144.
120th Field Artillery Regiment (U.S.)---95.
135th Observation Squadron (U.S.)---142, 145, 152, 177.
138th Pursuit Sqdn. (U.S.)---143.
139th Pursuit Squadron (U.S.)---83, 89, 126, 144.

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141st Pursuit Squadron (U.S.)---142, 143, 157, 162, 171, 183n.
147th Pursuit Sqdn. (U.S.)---75, 78, 79, 85, 87, 92, 144, 183.
148th Aero (Pursuit) Sqdn. (U.S.)---53, 107, 143, 145, 148, 153, 156.
155th Night Bombardment Sqdn. (U.S.)---144.
163rd Bombardment Squadron (U.S.)---143, 153, 164.
166th Day Bombardment Sqdn. (U.S.)---144.
168th Aero (Observation) Squadron (U.S.)---142, 186.
175th Infantry Brig. (U.S.)---177.
185th Night Pursuit Sqdn. (U.S.)---144.
186th Observation Sqdn. (U.S.)---144.
205th Observation Sqdn. (Fr.)---144.
213th Pursuit Sqdn. (U.S.)---144.
214th Observation Sqdn. (Fr.)---144.
215th Observation Sqdn. (Fr.)---144.
258th Observation Squadron (U.S.)---142, 185.
277th Observation Sqdn. (Fr.)---143.
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Map No. 1

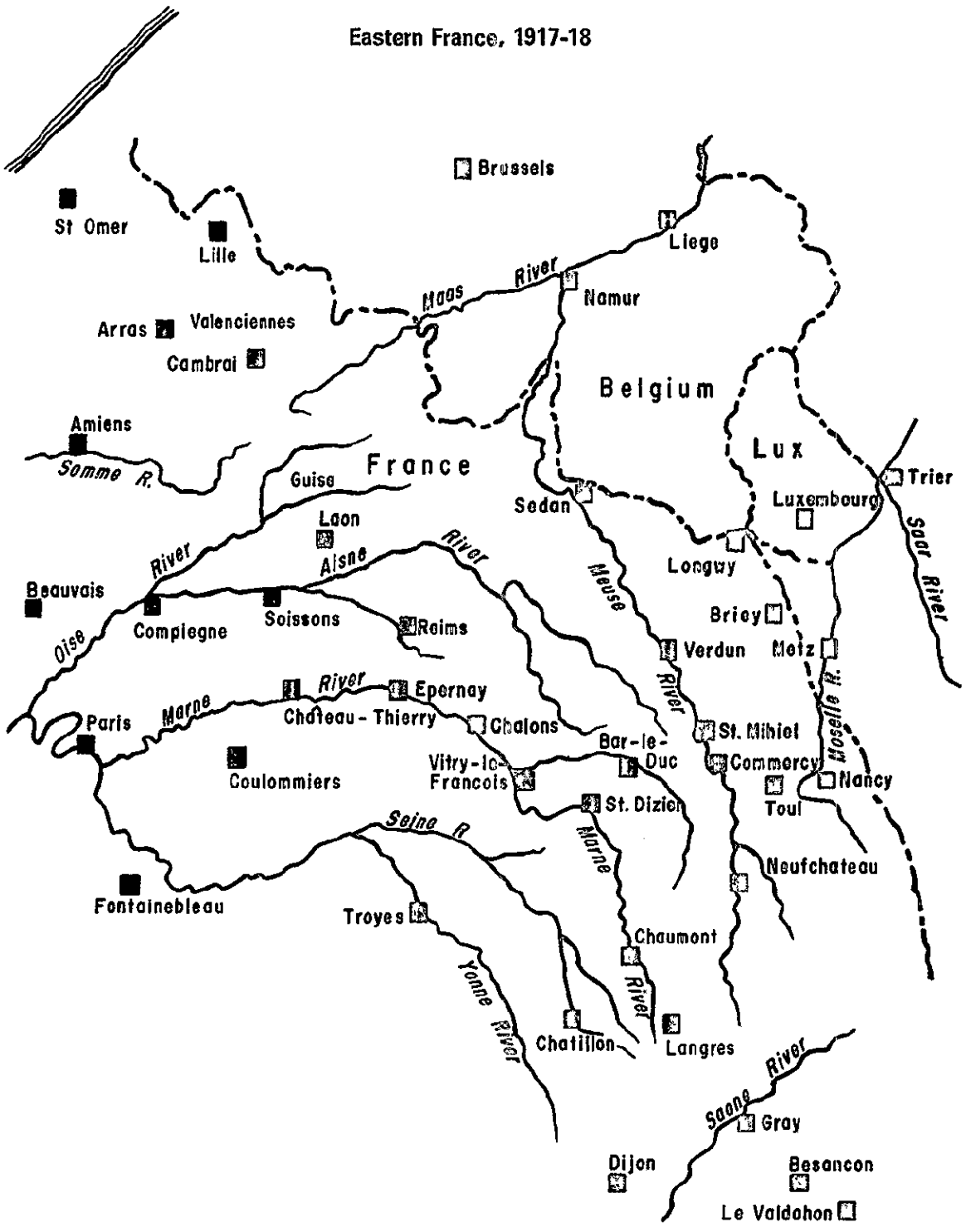


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Map No. 2

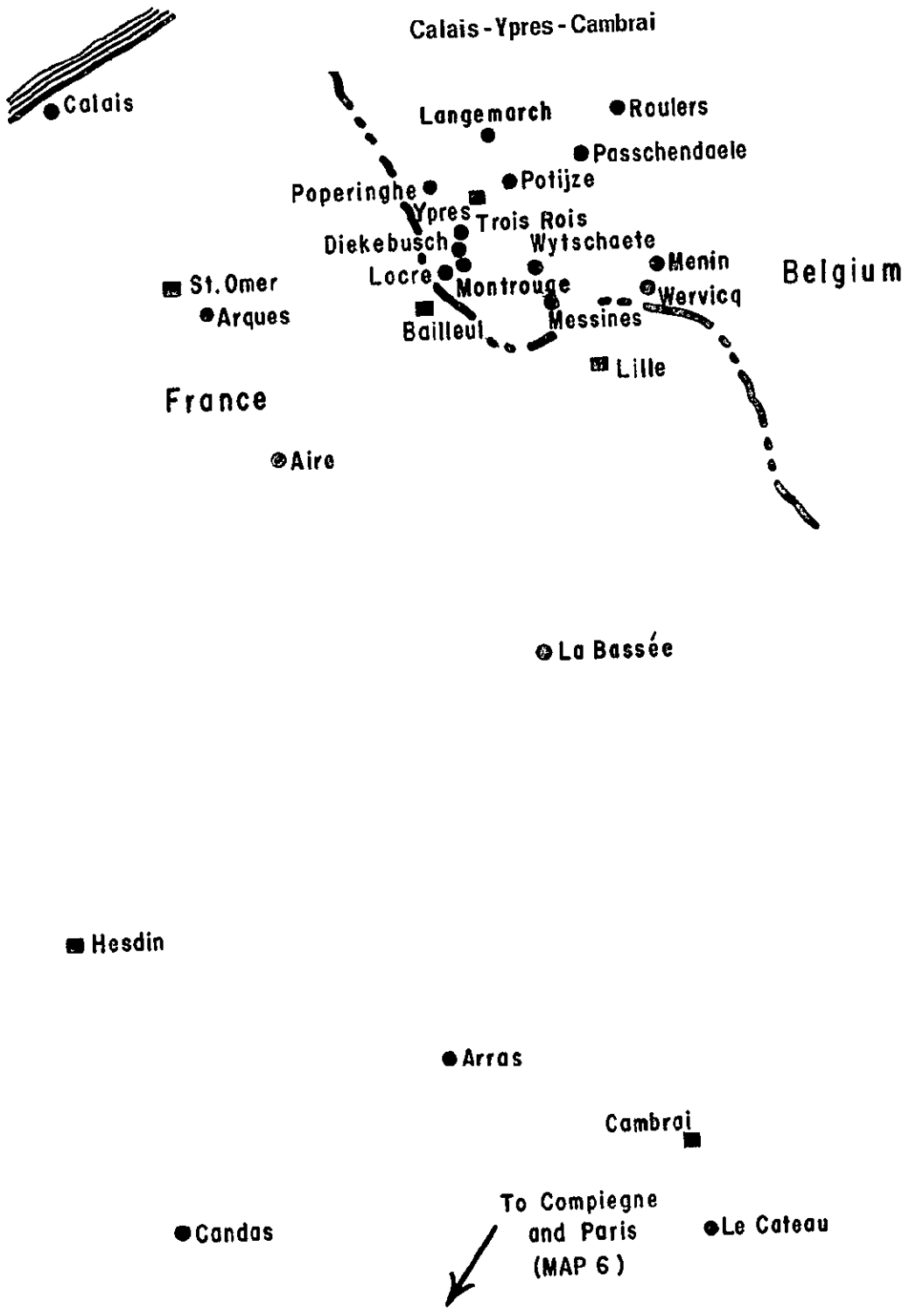
Eastern France, 1917-18



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Map No. 3

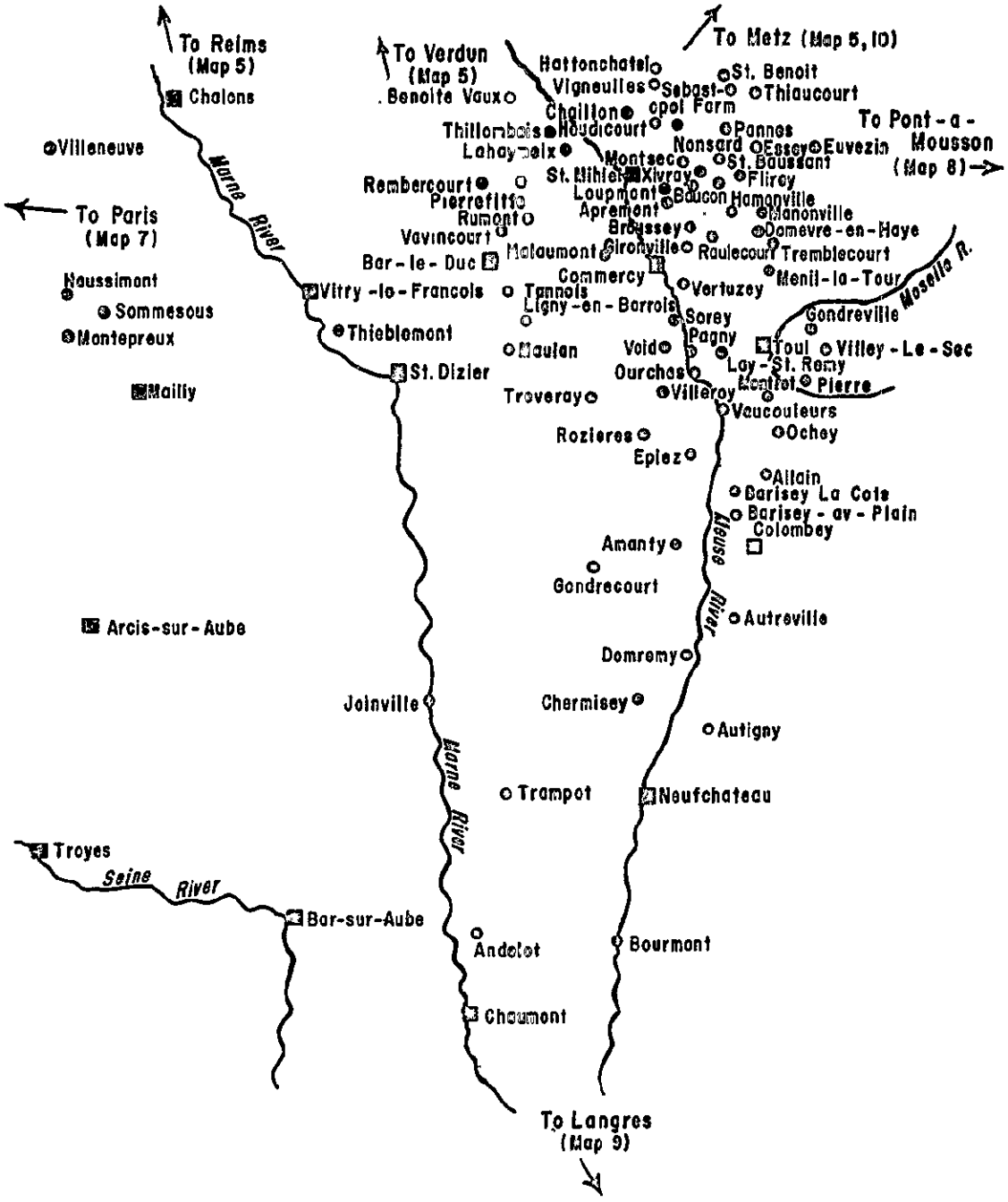


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Map No. 4

The Troyes - Chaumont - Toul - San Mihiel - Chalon Rectangle

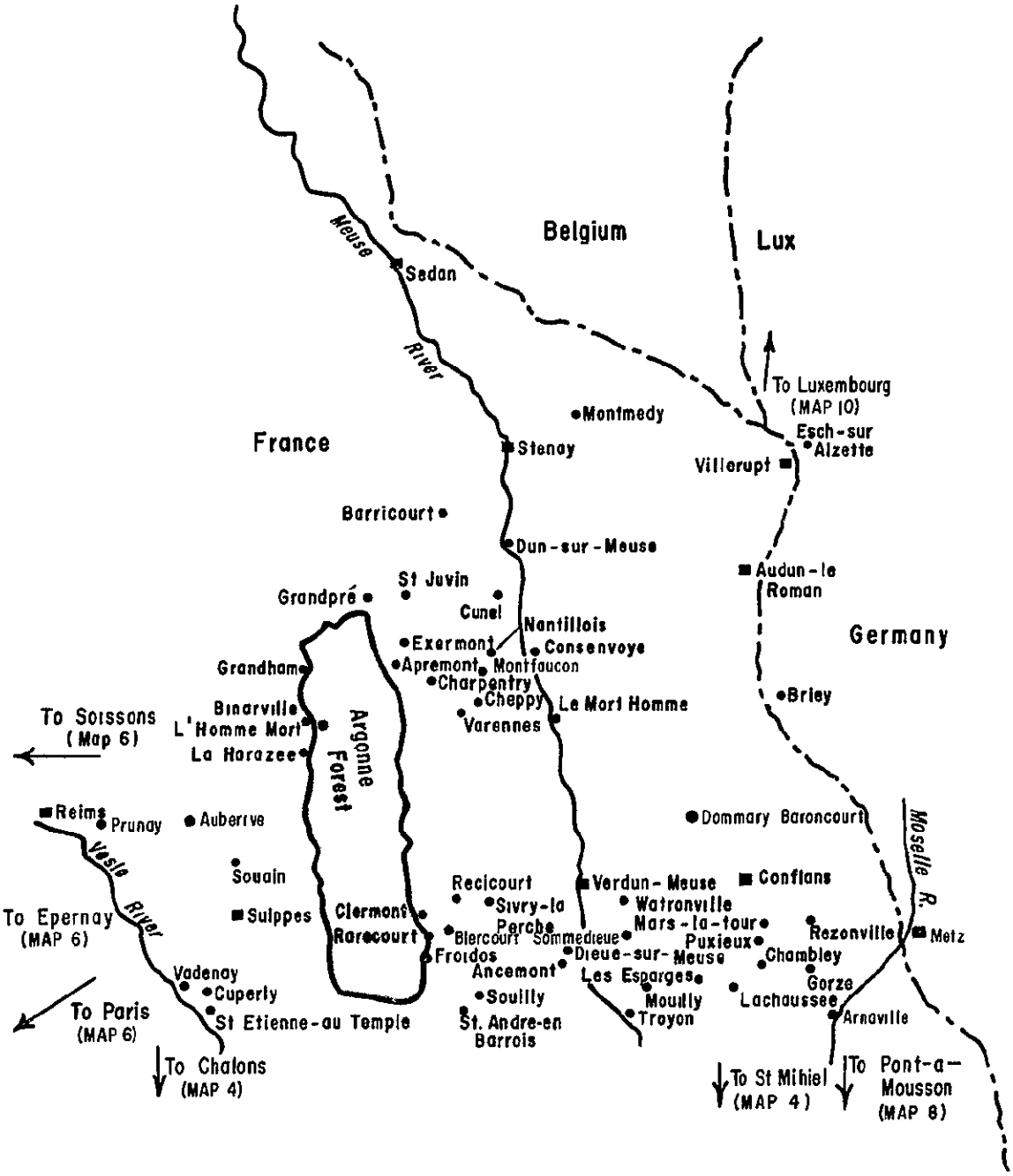


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Map No 5

The Reims - Verdun - Conflans - Villerupt - Sedan Rectangle

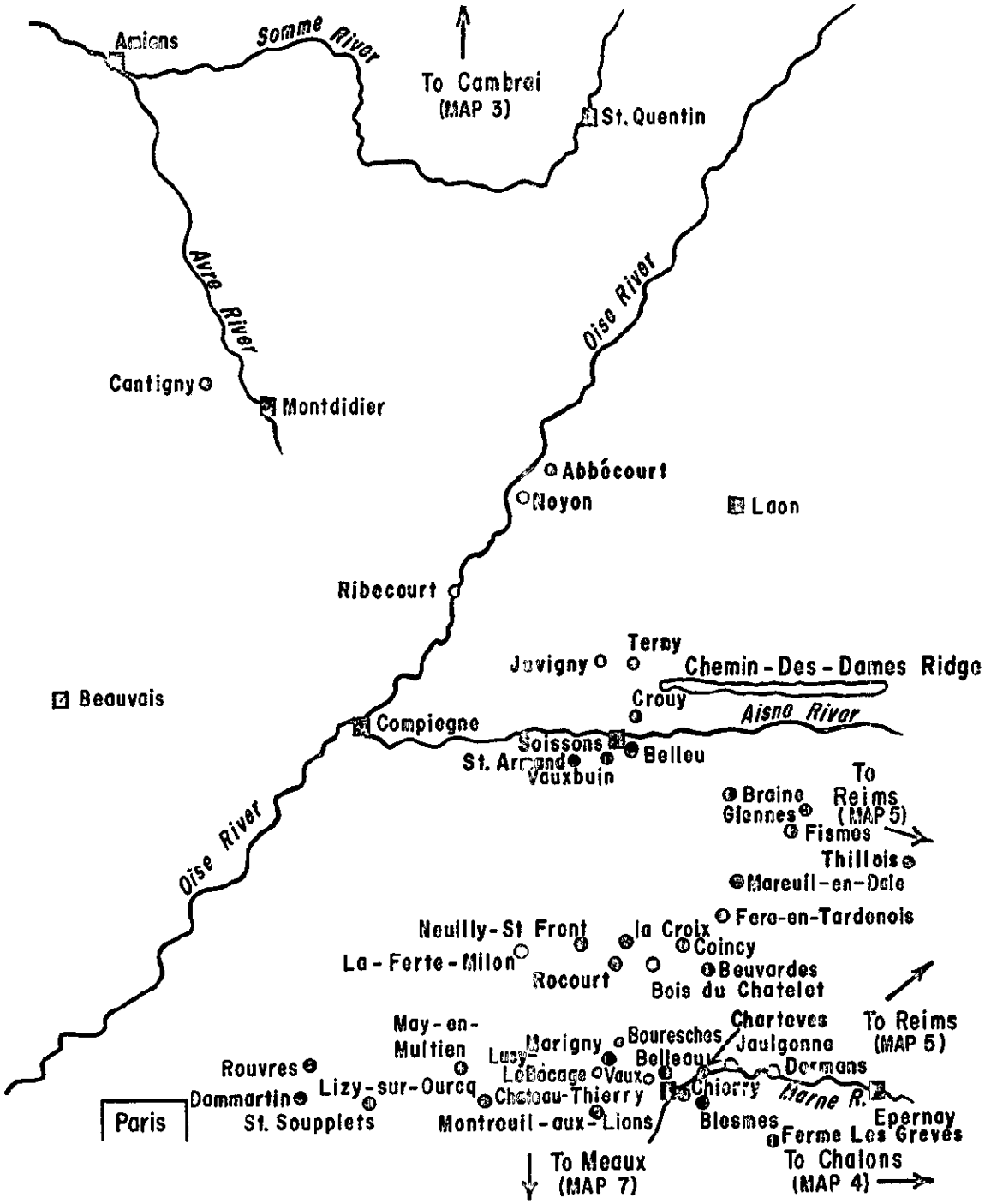


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Map No. 6

The Paris-Epernay-St. Quentin-Amiens Rectangle

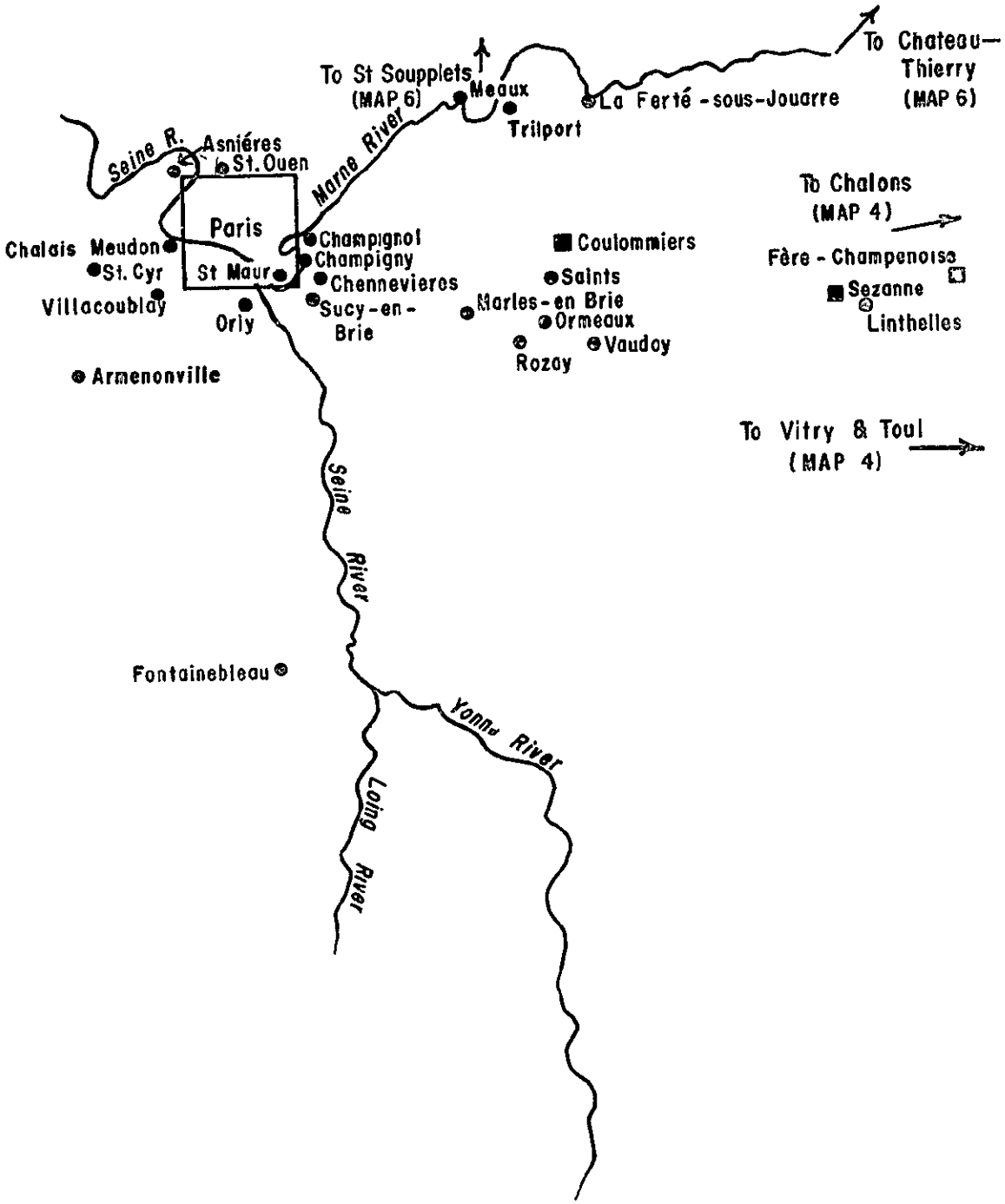


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Map No. 7

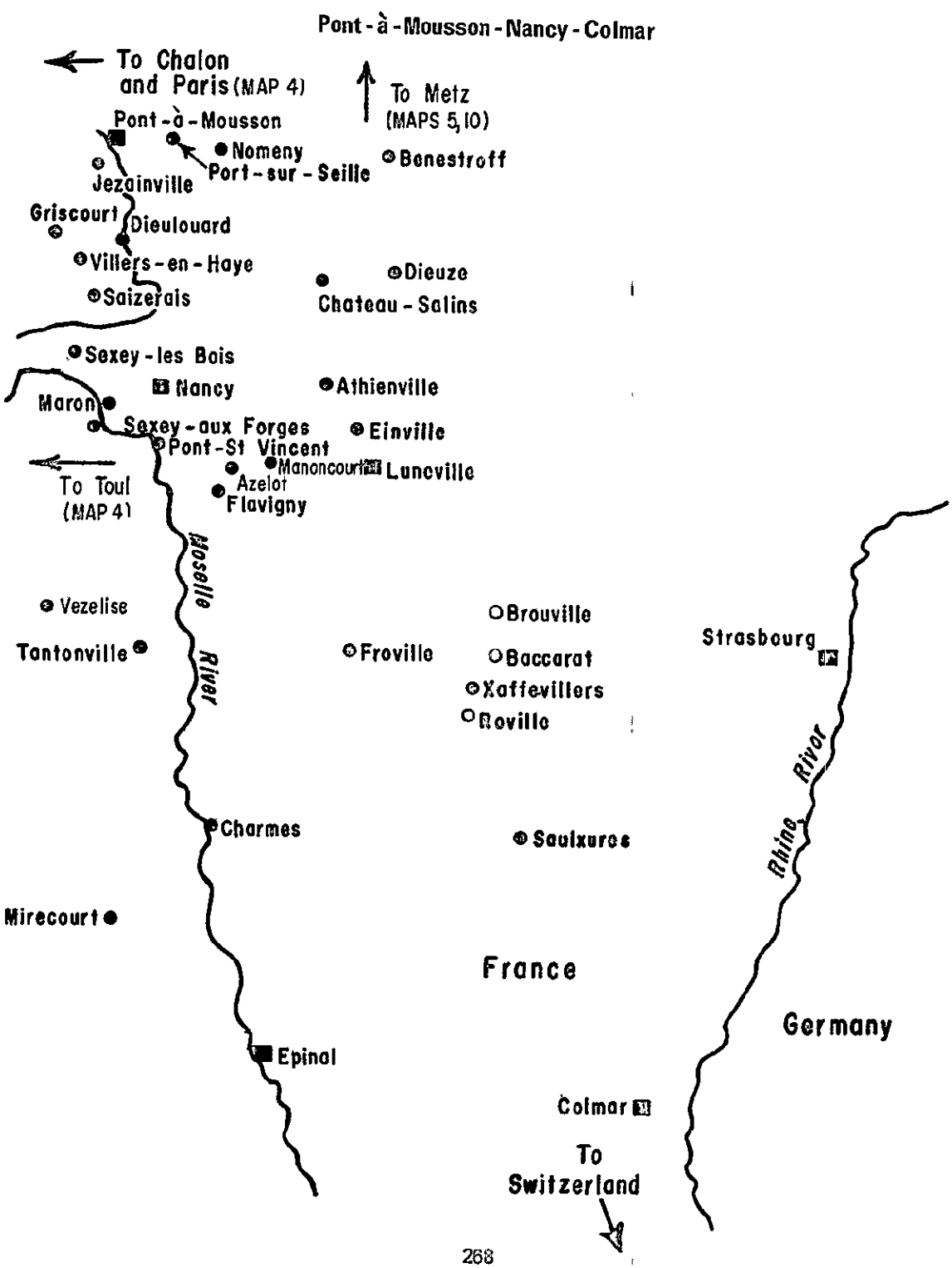
Paris - Fère - Champenoise



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Map No. 8

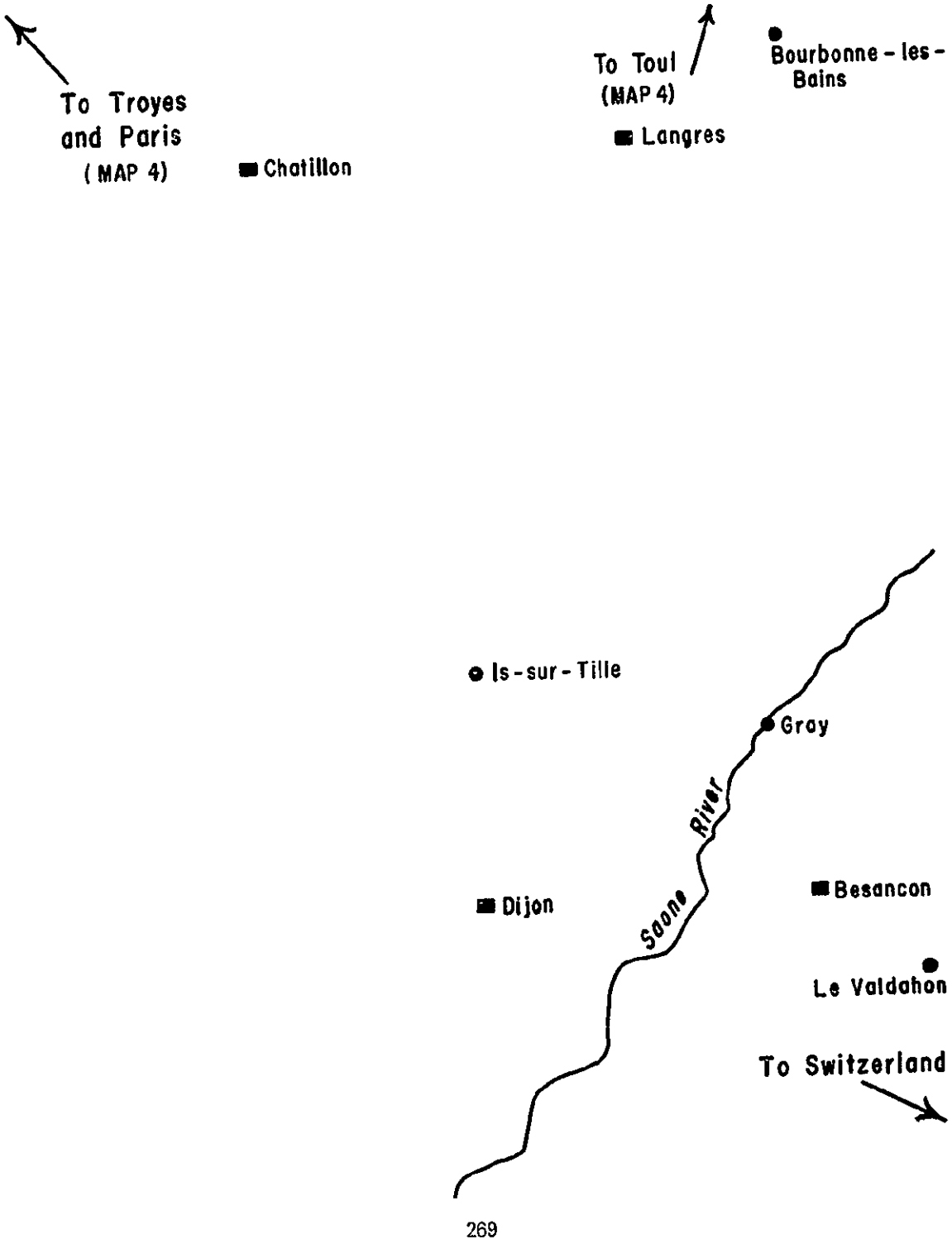


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Map No. 9

Le Valdahon To Langres

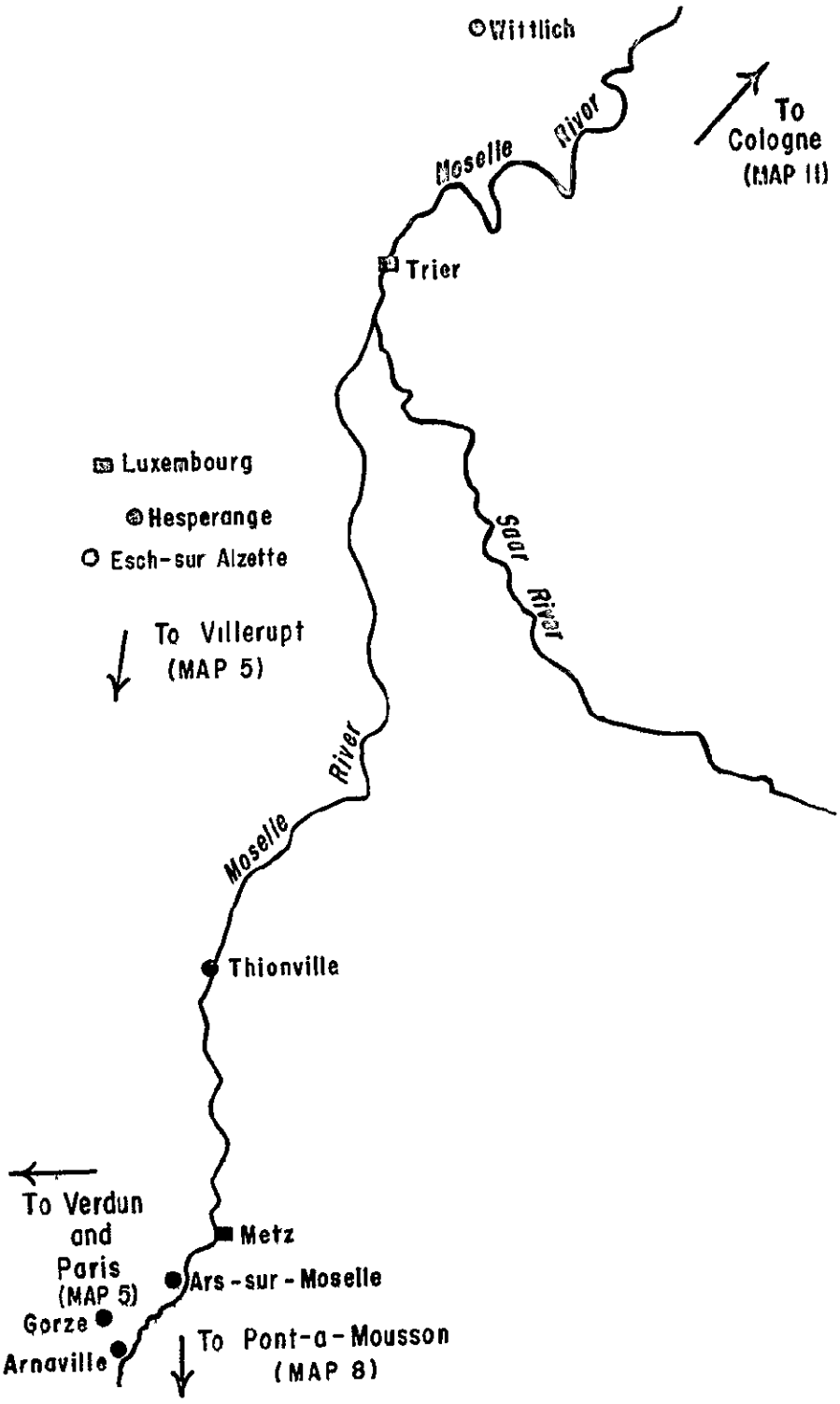


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Map No. 10

Metz To Trier

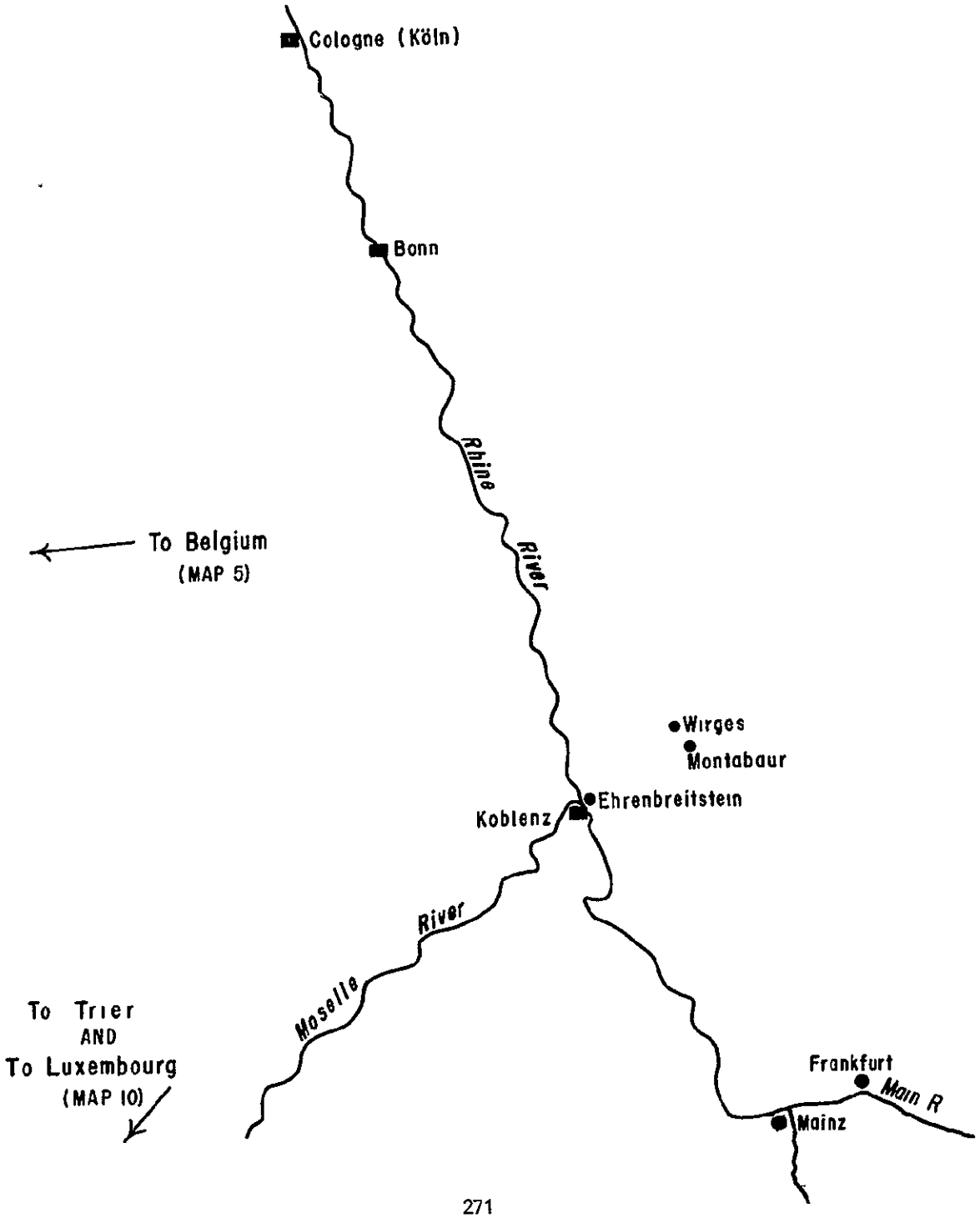


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Map No. 11

Koblenz To Cologne



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